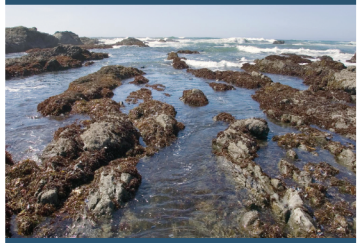
AESTHETIC

CORRIDOR MASTER PLAN

Rural

COASTAL MOUNTAINS



COASTAL FOOTHILLS

VALLEY

SIERRA FOOTHILLS

SIERRA MOUNTAINS

On State Route 20 in Districts 1 and 3 from Route 1 in Ft. Bragg to the Junction of Route 80 near Emigrant Gap

Caltrans District 3
California Department of Transportation
703 B Street, Marysville, CA 95901

CALTRANS DISTRICT 3

SR 20 Aesthetic Corridor Master Plan

June 2012

acknowledgements

The Caltrans District 3 SR 20 Aesthetic Master Plan was produced by the Landscape Architecture Branch, Office of Engineering Services, Division of Engineering, Caltrans District 3. For questions or comments regarding this document, please contact T. Chris Johnson at tchris_johnson@dot.ca.gov
Project ID 0300001130 EA 03-4E510

Message from the District Director

"Whenever I travel and see the natural beauty surrounding our rural highways, or architectural treatments and landscaping on our urban freeways, it reminds me of how important it is to include landscape and aesthetic features into the planning and design of our highway projects. The Aesthetic Corridor Master Plan is a new type of plan that we are doing at Caltrans. It will help us recognize that landscape and aesthetics are an important part of our project development process. The plan will provide guidance to our design teams and be useful for engaging the public and communities along the corridor for their input on context sensitive solutions and aesthetic treatments. Working together, I hope to ensure that our highways are safe, functional and beautiful; creating a sense of place and positive travel experience for all."

Jody Jones

EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) is committed to developing highway projects that consider aesthetics and integrates and balances a community's aesthetic, historic, and environmental values through a collaborative, interdisciplinary approach. The Aesthetic Corridor Master Plan (ACMP) was developed to provide aesthetic guidance to our design teams and for engaging communities along the corridor. Chapter 1 provides additional details about the need and purpose of the ACMP and how it relates to the SR20 Transportation Concept Reports and the project development process.

SR 20 is a west to east, "ocean to mountains" highway 214 miles long. The highway corridor has significant man-made, natural/environmental and visual resources over this long distance through the Coastal Mountains, Sacramento Valley and into the Sierra Mountains. Chapter 2 presents an overview of the highway, geography and all resources of the overall corridor. Chapter 3 divides the corridor into five segments of similar geography and character and describes these resources with charts and maps. Having a complete perspective of the corridor and resources is important background information for understanding the context and continuity of the route as it progresses across the diverse geography of the state.

Chapter 4 describes the landscape and aesthetic elements that apply when evaluating design options during project initiation or project development. The three main elements are Highway Types, Landscape Treatment Types, and Design Objectives. These high level elements provide a broad direction and concept of potential project landscape design objectives, treatments and applications.

Chapter 5 is the core of the ACMP describing in more detail the corridor segments and applying the aesthetic master plan elements by post-mile in charts and profiles along the entire route. Landscape design objectives, treatments and design concept/opportunities are identified for every section of the highway. Lastly, this chapter concludes with a final summary of the corridor as a scenic, rural, agricultural and historic route as the unifying and cohesive aesthetic theme to be applied throughout the corridor.

The ACMP is a high level guiding resource that would benefit from being supplemented and improved upon with community outreach and input. Since resources are limited, outreach efforts will likely have to be accomplished as part of location specific project planning, initiation and development processes. Coordination with Planning, Environmental and Project Management should be leveraged to maximize every opportunity.

AESTHETIC
CORRIDOR MASTER PLAN

on State Route 20 in Districts 1 and 3 from Route 1 in Ft. Bragg to the Junction of Route 80 near Emigrant Gap

Rural

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Caltrans District 3
California Department of Transportation
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Chapter 1
INTRODUCTION

BACKGROUND

The California Department of Transportation (Caltrans) is committed to developing highway projects that consider aesthetics and integrates and balances a community's aesthetic, historic, and environmental values through a collaborative, interdisciplinary approach. The Aesthetic Corridor Master Plan (ACMP) is a planning tool to help accomplish this commitment by providing aesthetic guidance to our design teams and for engaging communities along the corridor. The resources and features of the corridor that define the landscape, aesthetics and context of the highway are categorized in the ACMP as man-made, natural/environmental and visual resources. This background information will provide a good understanding of the corridor for consideration when applying aesthetic landscape design elements. The ACMP organizes the corridor into geographical segments to summarize this background information, explains in detail the application of landscape design elements and concepts, and then applies them to each segment as a guide for the design team and for collaboration with local agencies and the public.

NEED AND PURPOSE

Currently, highway projects planned along a highway corridor address small segments of the highway and are incrementally funded and designed with no consideration for aesthetics of the corridor. Different designers for each segment propose various treatments resulting in a lack of a unified visual corridor and a design that may not be integrated well into the surrounding natural or man-made context. The ACMP addresses the need to provide a more unified and visually cohesive approach to highway project planning and design.

The purpose of the ACMP is to document the surrounding natural and man-made context of the highway corridor and provide guidance to the planner and designer that reflect the community's scenic, aesthetic, environmental, historic and cultural values. The ACMP is intended to include the following benefits:

- Design concepts are already made and don't need to be revisited project after project, streamlining the design process and saving design resources.
- Stakeholders and partners have a common reference for public participation and design input, saving on review time.
- The community's values are addressed leading to acceptance of projects and stakeholder trust in the Department.
- The existing scenic quality will be recognized and preserved.
- The facility will be well integrated into the surroundings and be an asset to communities.
- The long term result will be an aesthetically pleasing, unified, cohesive corridor rather than of miscellaneous and dissimilar parts.

APPENDIX TO TRANSPORTATION CONCEPT REPORTS

There is currently some form of a Transportation Concept Report (TCR) for every highway route in the state. These plans are effective planning documents identifying the basic approach to development of the highway facility but do not address how the route is perceived visually. It is intended for the ACMP to be an appendix of the SR 20 TCR as a means to provide this missing aesthetic component to the planning process.

The District 1 TCR for SR 20 is an older document approved in 1989 titled as a Route Concept Report. It describes the concepts for route improvements in broad segments according to the roadway classification as a minor or principal arterial. The District 3 TCR uses a format that divides up the corridor into seventeen distinct segments. Both concept reports describe the route in terms of existing condition and deficiencies, level of service (LOS), and planned and conceptual future improvements. These future improvement projects are potential opportunities to implement the objectives of the ACMP. The D1 and D3 concept segments are referenced within the ACMP.

Chapter 2 - OVERVIEW OF THE SR 20 CORRIDOR

Corridor Highway

Corridor Resources

Chapter 2
OVERVIEW OF THE SR 20 CORRIDOR

CORRIDOR HIGHWAY

State Route Overview Summary

SR 20 is a west to east, "ocean to mountains" route that begins at SR 1 in Fort Bragg and ends at I-80 near Emigrant Gap. The total length of the highway is 214 miles. The length of which is primarily a two-lane highway serving regional, interregional, commuter, commercial, agricultural, and recreational traffic. SR 20 also serves as a major east-west connector to Interstate 5 and SR 99, and interconnects with other major routes, including SR 70 and I-80. The entire route is functionally classified as a rural arterial route, however, depending on the location it is either a minor arterial or principal arterial. The route is also part of the Interregional Transportation Strategic Plan classified as a High Emphasis Focus Route because of its value supporting interregional trip movements.

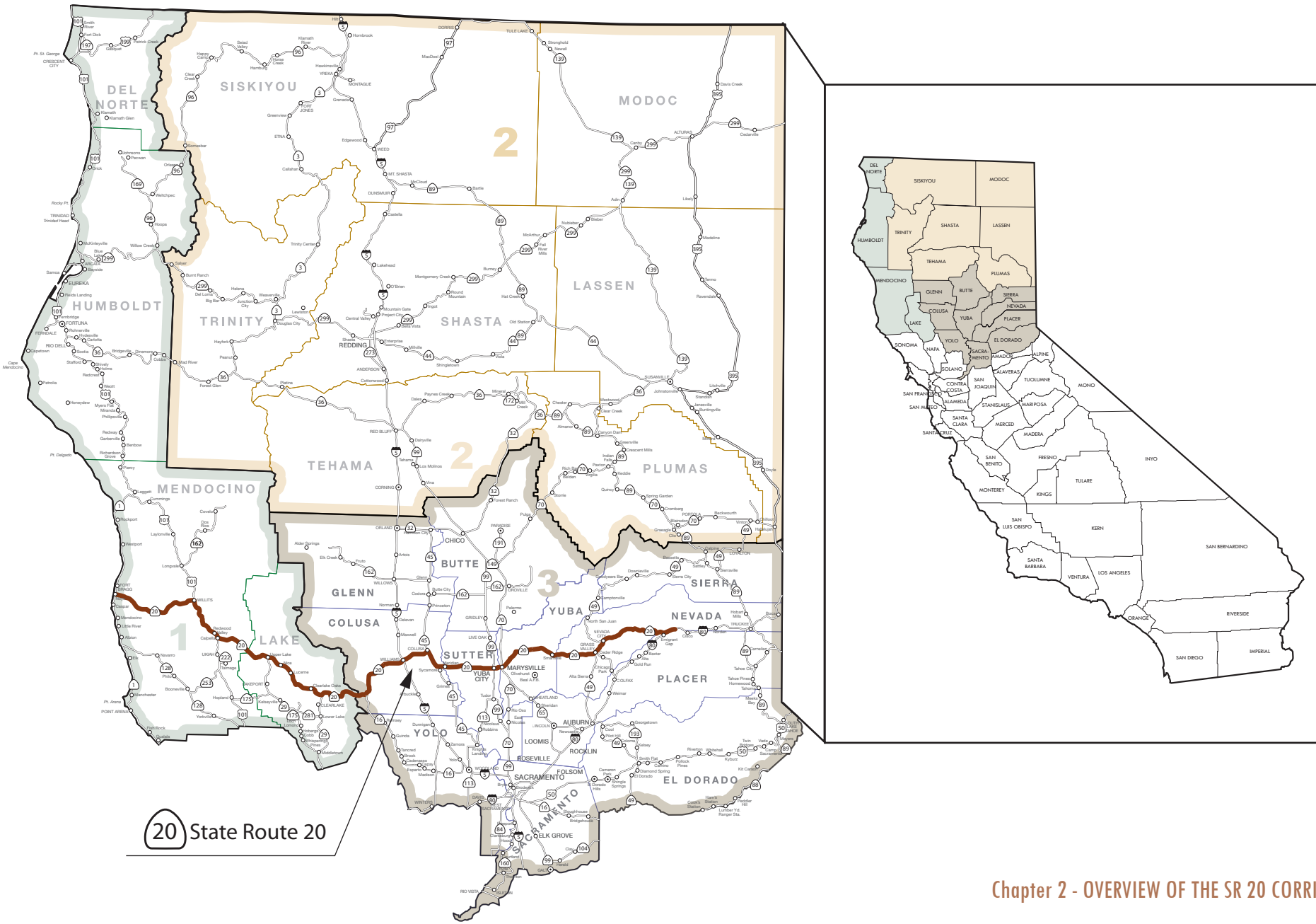
As a rural conventional two lane highway traversing long distances over diverse and often remote geographic terrain, major portions of the route are on old alignments with no shoulders and limited passing opportunities. Consequently, future improvements needed to maintain the concept level of service (LOS) are the addition of passing lanes and widening of shoulders. In the areas of higher traffic volumes of the cities and communities, spot operational and capacity strategies are expected improvements. The Concept LOS for SR 20 is LOS "D" in the rural areas and LOS "E" in the more urban areas of the cities and communities. The current LOS rating of the route ranges from LOS "B" to LOS "F". Refer to the District 1 and District 3 TCR's for additional information.

Starting in District 1 at the Junction of SR 1 in Fort Bragg, the route is a thirty-three mile section of low volume two-lane highway through the forested coastal mountains to Willits at the Junction of Highway 101. From Highway 101 in Willits there is an approximate sixteen mile break in the route along the north/south alignment of Highway 101 from Willits to Calpella near Ukiah. SR 20 then resumes in a west to east direction crossing more coastal mountains and foothills in Mendocino/Lake Counties to the Lake/Colusa County Line.

At the Lake/Colusa County Line, the route enters District 3 and runs 122 miles west to east through Colusa, Sutter, Yuba, and Nevada counties. From the Lake/Colusa County Line to the east, SR 20 is a two lane conventional highway dropping down out of the coastal foothills and passing through the valley agricultural fields and the farming communities of Colusa to Yuba City.

As SR 20 enters the more urban areas of Yuba City in Sutter County and Marysville in Yuba County, SR 20 widens from four to six lanes and traffic volumes increase substantially. Leaving Marysville, the route quickly reverts back to a minor arterial two-lane highway traversing through the rolling foothill terrain of the Sierra Nevada mountains towards Nevada County. In Nevada County, SR 20 passes through the urban centers of Grass Valley and Nevada City where it is a four-lane freeway with auxiliary lanes between some interchanges. Beyond Nevada City the route is a two-lane conventional facility passing through rural, mountainous Nevada County.

Highway Location Map



CORRIDOR RESOURCES

RESOURCES OVERVIEW SUMMARY

A cross section of Northern California drawn at nearly any point from the Pacific Ocean to the Sierra Nevada Mountains is very diverse with many special natural and environmental features of the coastal mountains, Sacramento Valley and Sierra Nevada. The SR 20 corridor is one such cross section with an outstanding variety of natural and built resources making up the landscape character of the route. Natural character refers to a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Built character indicates a landscape in which human elements and structures are notable or predominant in the overall context. An overview of all the man-made, natural and environmental resources and the corresponding visual resources of the corridor provides the necessary perspective of the landscape character and scenic qualities for developing the aesthetic corridor master plan.

MAN MADE RESOURCES

The man-made or built resources of the SR 20 corridor are described in six major categories:

- Cities and Communities
- Agriculture and Mining
- Water Resources and Power Infrastructure
- Transportation Infrastructure
- Recreation
- Historic Sites

SR 20 is a rural route of mostly natural character, however, the man made resources along the route have a significant and integral influence on the landscape in a variety of ways.

Cities and Communities

Cities and communities along the route are generally small towns and communities with varying historical significance, identity and urban character. The cities of Willits, Yuba City and Marysville are larger cities and consider themselves gateways to the vast resources and history of the redwood empire and gold country respectively. Each city and community, no matter how big or small, strives to have an identity for purposes of attracting business and tourism. Fort Bragg, Willits, Ukiah, the Clear Lake Communities (Nice, Lucerne, Clear Lake Oaks), Colusa, Yuba City/ Marysville, Smartsville, Grass Valley / Nevada City are on the SR 20 corridor. Noteworthy features of each community include historic downtowns, main streets, gateways and arches, iconic buildings (churches, theatres, halls), gas stations, strip malls, billboards, signs, signals and other features or developments such as Indian Casinos, wineries and other major businesses.

SR 20 passing through Colusa

SR 20 passing through Marysville

Agriculture and Mining

Agriculture and mining has a dramatic impact and influence to the landscape character over vast areas. In the central valley, row crop agricultural fields, orchards and rice fields dominate the landscape. Large grain silos, barns, farm stands, irrigation pipes/pumps, water tanks and irrigation ditches are notable built features seen from the highway within the valley corridor. In the coastal and Sierra Nevada foothills, vineyards and farm stands are frequently encountered along with fenced properties where cattle graze or horses pasture.

Timber harvesting of the coastal and Sierra Nevada forests changed

the original character of the natural environment to a denuded landscape. Over time these forests have grown back with second level growth. In some areas evidence of timber harvesting is still present with logging roads and mill sites.

The era of hydraulic gold mining left a lasting impact in the valley by sending huge amounts of rock and dirt from the mountains. This raised the level of the rivers necessitating levees around Marysville/Yuba City. The diggings scarred the landscape with large cliffs still devoid of vegetation today from Smartsville to east of Nevada City.

Vineyards near Clearlake

Orchards near the Sutter Buttes

Agricultural fields in preparation for crops near the Sutter Buttes

Logging trucks heading to the mill

Milled lumber ready for market

Malakoff Digging Mine near Yuba Gap

Signage for North Star Mine in GrassValley

Water Resources and Power Infrastructure

Major rivers flowing across the SR 20 corridor from the mountains provided man with great opportunities to harness the water for power, agriculture and for recreation. The Sacramento, Feather and Yuba Rivers cross the valley flowing from the Sierras. The Russian and Eel Rivers drain the coastal range. From west to east along the corridor there are numerous lakes and reservoirs including Mendocino Lake, Blue Lakes, Clear Lake, Scotts Flat Lake, and Lake Spaulding near the Yuba Gap. Each of these bodies of water complement the landscape with their aesthetic quality but also with the associated built features of recreational and housing developments, boat ramps, docks and bridges. The levees around Marysville/Yuba City protect the cities from flooding of the Feather and Yuba Rivers. A major Nevada Irrigation District (NID) Canal cuts across the highway from Lake Spaulding to provide valuable water for drinking and farming. High power utility lines transect the rural valley landscape at several locations

bringing power from the major reservoirs and wood telephone poles line the highway through much of the corridor. These features are a reminder of the man made influence and dependence of society on water resources and power.

Overhead High Voltage Power Lines crossing SR 20

Transportation Infrastructure

The transportation infrastructure of SR 20 contributes significantly to the landscape and roadside character. Primarily a two-lane highway the route is as diverse as the terrain. A major portion of the route is in rolling and mountainous terrain with curvilinear alignments of constantly changing gradients. Due to the terrain, large cut and fill slopes define the roadway and landscape character. Valley portions of the route are flat with an open landscape consisting mostly of two lanes but with additional lanes entering and through towns. Through the cities and communities the infrastructure includes signs, signals and associated traffic control devices creating the urban setting. In Grass Valley/ Nevada City the "Golden Center" freeway is an unexpected major urban feature in a mountainous rural environment. SR 20 intersects numerous other state highways of California's transportation infrastructure including SR 1, SR 101, SR 16, Interstate 5, SR 45, SR 99, SR 70, SR 49 and I-80.

Another aspect of the transportation infrastructure are the major bridges along the route. Most notable of these structures is the historic Meridian Swing Bridge over the Sacramento River, the long and low profile Sutter Causeway Bridge, the high arching 10th St Bridge over the Feather River and the gently sweeping Parks Bar Bridge over the Yuba River. Other major structures exist along the route such as the Union Pacific RR Overhead in Marysville and the structures of the Golden Center Freeway through Grass Valley and Nevada City.

Associated with the rural highway infrastructure are other visual features in place to protect motorist safety and for maintaining the integrity of the roadway. Examples are concrete barriers, metal beam guard railing, retaining walls, rock walls and railings.

Railroads are another major contributor to the transportation infrastructure found within the SR 20 corridor. Major active railroad lines operate north-south, crossing SR 20 near Interstate 5 and through Yuba City and Marysville.

Meridian Swing Bridge over the Sacramento River

Sutter Causeway Bridge

Parks Bar Bridge over the Yuba River

Union Pacific RR in Marysville

Recreation

The corridor is influenced greatly by the recreational resources and opportunities. The abundant natural resources and diverse geography of Northern California encouraged recreation and associated business developments along the route. Large tracts of recreational land were preserved by the state and federal government recognizing their value. To the west between Ft. Bragg and Willits is the Jackson State and Mendocino National Forest. In the valley, there are numerous wildlife refuges and the Colusa-Sacramento River State Recreation Area. In Grass Valley is Empire Mine State Park and to the east of Nevada City is the Tahoe National Forest. Throughout the corridor, associated with these and other state and national recreation areas, are public and private camp grounds and resorts permitting hunting, fishing, hiking, bicycling and many other activities accessed from the highway and contributing to recreation along the corridor.

Scott's Flat Recreation Area and Lake Resort in the Sierras

Lake Mendocino Recreation Area in the Coastal Mountains

Historic Sites

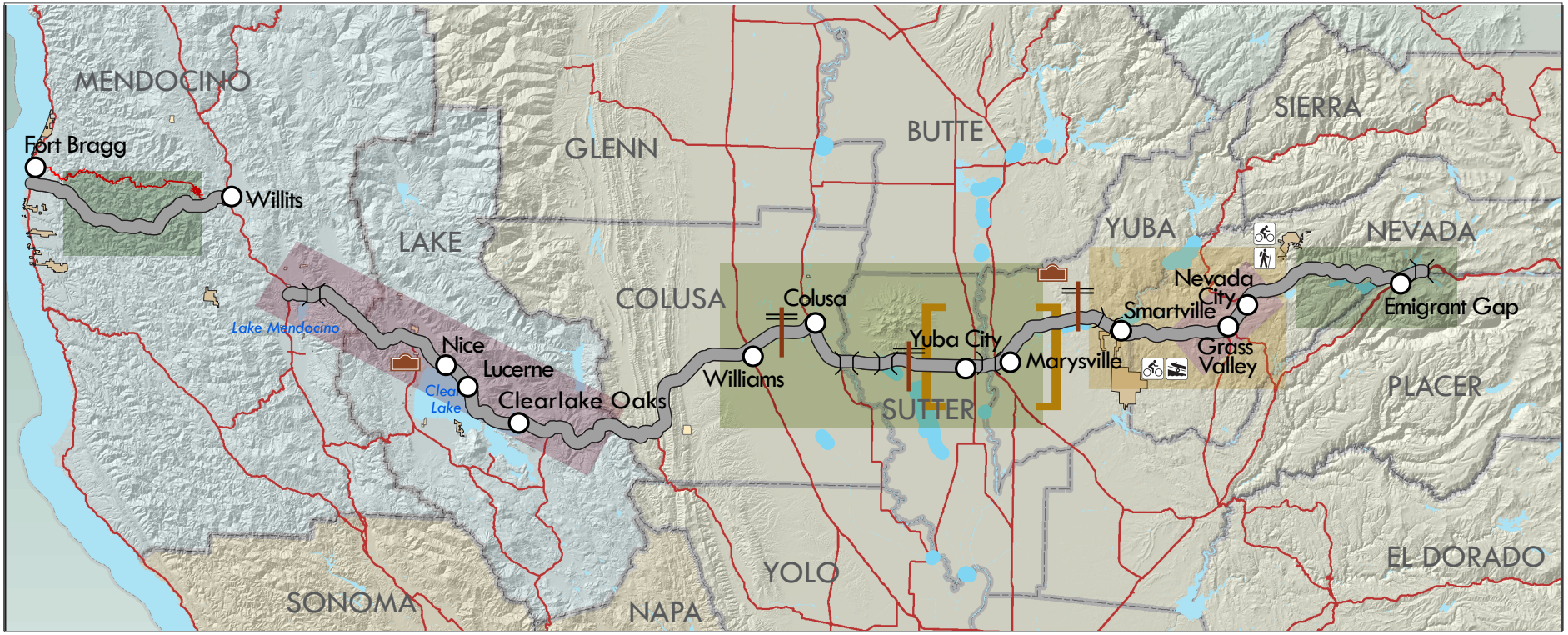
The SR 20 corridor has many historic sites along the route with associated signs from the highway and in some instances directly adjacent to the highway with historic markers or interpretive displays. Some examples are Bloody Island at Clear Lake, Thompsons Seedless Grape propagation site near Colusa, and Timbuctoo east of Marysville. Farther east at Penn Valley is the turn-off to the world's first long-distance telephone line and to the Bridgeport covered bridge. In the Grass Valley and Nevada City area are numerous registered historic sites associated with the gold rush era and both downtown Grass Valley and Nevada City are signed from the freeway as "historic downtowns". East of Nevada City, the historic gold mining hydraulic "diggins" sites of Alpha and Omega are commemorated with interpretive displays at the Omega over-look. The rich history of the SR 20 corridor should be an important aspect of any aesthetic treatment considered.

Bloody Island Historic Site near Clearlake

Thompson Seedless Grape propagation site near Colusa

Timbuctoo historic site near Smartsville

Man-Made Resources Overview Map



LEGEND

TRANSPORTATION INFRASTRUCTURE

- Corridor
- State Highways
- Railway
- Bridges

RECREATION

HISTORIC SITES

CITIES AND COMMUNITIES

AGRICULTURE AND MINING

- Timber Harvesting
- Vineyards
- Row Crops, Orchards and Rice Fields
- Mining

WATER RESOURCES INFRASTRUCTURES AND POWER

- Major Power Lines
- Levees

N

NATURAL AND ENVIRONMENTAL RESOURCES

The natural and environmental resources of the SR 20 corridor are described in the following five major categories:

- Water Resources
- Landscape, Vegetation and Ecosystems
- Wildlife and Migration
- Mountains and Geographic Features
- Weather and Climate Zones

These categories demonstrate the variety, magnificence and power of the natural landscape.

Water Resources

The major hydrographic region influencing the corridor is the Sierra mountain snow pack and subsequent spring/summer snow melt. The Sacramento, Feather and Yuba Rivers are the three major rivers crossing the SR 20 corridor. These resources are interspersed with lakes and reservoirs and associated with causeways, bypasses and bridges. These rivers dominate the geography of the Sacramento Valley flowing from the mountains to the Pacific Ocean while providing water for agricultural, industrial, residential, and recreational uses. The Sutter Causeway is an expansive area in the middle of the valley providing flood relief from the Sacramento River. The Feather River has similar bypass land and levees surrounding Yuba City/Marysville for protection against historic storms. The orchards, row crop and rice fields all rely on the water stored from the mountain's snow melt which provides water throughout the year. The rivers and lakes are natural scenic resources, at the same time, these same resources have had dramatic implication and impact on the landscape in the form of the built environment.

Russian River Watershed in the Coastal Mountains

Various views of Clearlake from SR 20

Various Views of the Yuba River

Landscape, Vegetation and Ecosystems

Crossing the SR 20 corridor from west to east the motorist experiences dramatic landscape, vegetation and ecosystems of the diverse geography from the Pacific Coast at sea level to the Sierra Mountains at nearly 6000 foot elevation. The seaward face of the coastal mountains is part of the Northern California coastal forests eco-region, home to lush forests of Coast Redwood and Coast Douglas-fir. The drier inland portion is part of the California chaparral and woodlands eco-region, and is home to a number of plant communities, including mixed evergreen forest, oak woodland, and chaparral. Along the corridor there is continuous variety of landscape due to changes in elevation and location. The vegetation and ecosystems provide a scenic quality that are always integral to the landscape and at some locations very unique. Examples are the dark canopies of the redwood forests near the coast, the lush river bottoms of the valley and the forest corridor

of trees on the Sierra ridges east of Nevada City. The vast majority of the natural landscape and ecosystems of the Sacramento Valley was impacted by early settlers who cut down the trees and graded the land for farming. Today, nearly all the land of the valley is used for agricultural purposes and yet natural vegetation and sensitive ecosystems exist within state and federally protected areas and within the rivers and creek bottoms, and man-made drainage swales and ditches. With the diversity of the route there are many transition zones between major and minor ecosystems all contributing to the landscape character of SR 20.

Tahoe National Forest near Nevada City


Riparian plant community in the Valley


Oak Woodland in the Sierra Foothills


Conifer Forest in the Sierra Mountains

Wildlife and Migration

The most prolific aspect of wildlife of the SR 20 corridor is the amount and variety of birds particularly in the valley area. The Sacramento Valley near SR 20 has several wildlife refuges (Colusa, Delevan, Sacramento and Sutter National Wildlife Refuges) with expansive habitat supporting the annual bird migration of the Pacific Flyway. Other designated wildlife areas nearby are Gray Lodge and Spenceville Wildlife Areas. Birds can be seen from the roadway above and around natural waterways and habitat but also at rice fields and farmland, out of roadway ditches, perched on utility lines and practically everywhere. The abundance of bird wildlife peaks in the winter with the migration from the cold north to the relatively warm valley environment. SR 20 provides access to the wildlife refuges, forests, rivers and state and federal parks at many points along the corridor.

Other types of wildlife and migration occur within the corridor also. California Mule Deer are the most widespread large mammal of the Coast Ranges. Mule and other varieties of deer migrate and cross the roadway throughout the foothills and forest. Unfortunately, at many locations, deer are often hit by motorists, necessitating warning signs and in some cases the consideration of protected animal crossings. Squirrels, skunks, turkeys and rodents are other common wildlife seen crossing the highway. Wildlife not commonly seen and that do migrate and cross the highway are mountain lions, foxes, coyotes and even bears.

Fish are another type of wildlife relevant to the corridor albeit not directly associated with the roadway. However, the ocean, rivers and lakes accessed from SR 20 are a fisherman's paradise and a major attraction and recreational destination of motorists along the corridor.

Signage for Elk Crossing near Clearlake


Red Winged Blackbirds in the Central Valley


Colusa National Wildlife Refuge Near Colusa


White Egrets in the Central Valley


Raptors over SR 20 in the Central Valley

Mountains and Geographic Features

The mountains and geographic features of SR 20 are the greatest resource of the corridor influencing all aspects of the other resources and highway. From west to east, SR 20 crosses the Coastal Mountain Range, through the Sacramento Valley and into the Sierra Nevada Mountain Range. In the center of the valley, SR 20 crosses very close by the Sutter Buttes, known as the "smallest mountain range in the world".

The Coastal Mountains in this area of California are a section of the Pacific Coast Ranges running parallel to the Pacific Coast from north of San Francisco Bay to the South Fork Mountains of northern Humboldt County. The Jackson State Forest and Mendocino National Forest were established in the mountain range to protect and manage the coastal redwood and fir forests as well as other natural resources of plants, timber and wildlife.

The Sierra Nevada mountain range runs 400 miles north-to-south, and is approximately 70 miles across starting from the east side of the California Central Valley and into Nevada. The character of the range is shaped by its geology and ecology. Erosion by glaciers exposed deep underground granite and formed the light-colored mountains and cliffs that make up the range. The Tahoe National Forest protects and manages the resources of the Sierra Nevada Mountains.

The Sacramento Valley is the portion of the California Central Valley located north of the San Joaquin-Sacramento Delta encompassing all or parts of ten counties. The terrain of the Sacramento Valley is primarily flat agricultural lands surrounding the drainage courses of the Sacramento, Feather and Yuba rivers.


Coastal Mountains in Spring

Sutter Buttes on a Clear Day

Sutter Buttes in the Clouds

Sierra Foothills

Weather and Climate

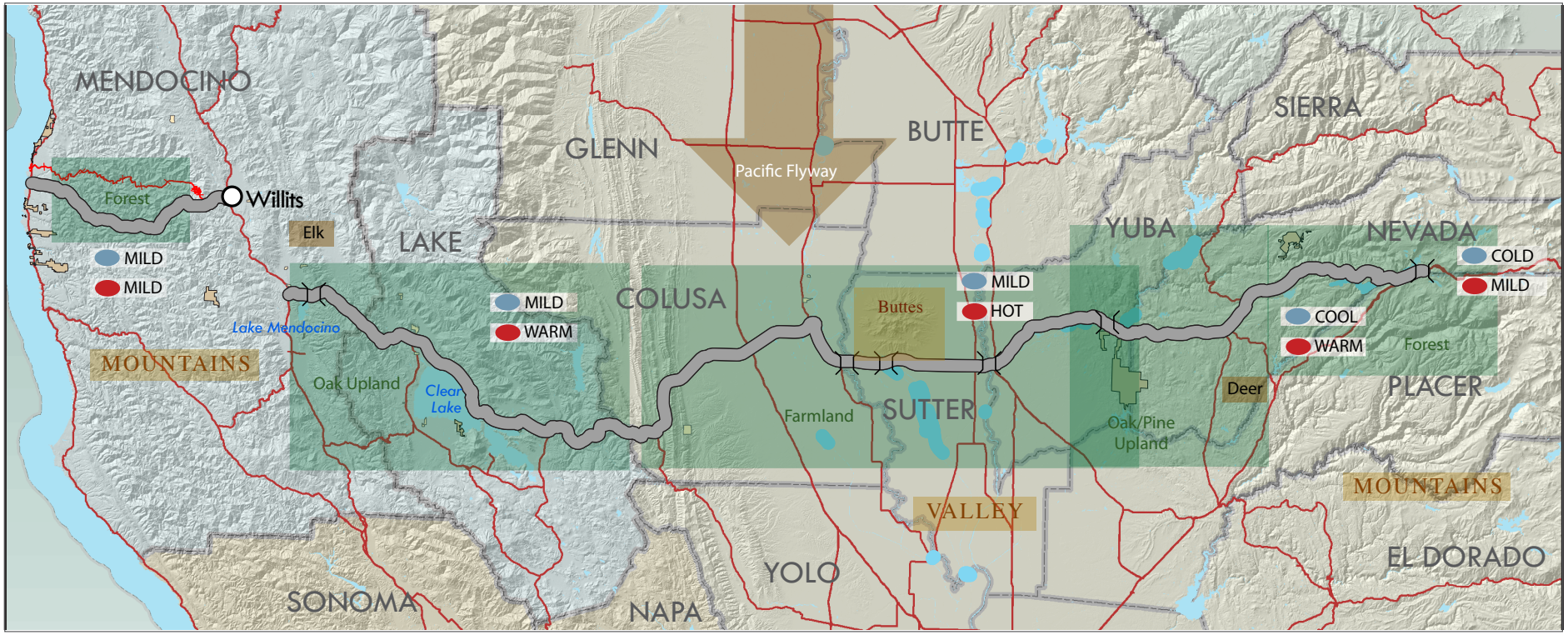
The weather and climate of much of California including the SR 20 corridor is known as a Mediterranean climate. A Mediterranean climate is a particular variety of subtropical climate associated with the lands around the Mediterranean Sea but it also prevails in much of California and other parts of the world.

The climate is characterized by warm to hot, dry summers and mild to cool, wet winters. During summer, regions of a Mediterranean climate are dominated by subtropical high pressure cells making rainfall impossible or unlikely except for the occasional thunderstorm, while during winter the polar jet stream and associated periodic storms bring rain and snow to higher elevations. As a result, almost all of the yearly rainfall occurs during the winter season. In contrast, during the summer there may not be any significant precipitation for periods as long as four to six months.

Also, characteristic of a Mediterranean climate and the SR 20 corridor are the winter and summer temperatures that vary greatly. During winters, the coastal area from Fort Bragg to Willits and Ukiah experiences very mild temperatures with frost and snow practically unknown, whereas Grass Valley/Nevada City has colder winters with annual frosts and snowfall. During summers, the valley towns of Williams, Colusa and Yuba City/Marysville experiences rather high temperatures often over 100'F. In contrast during the summer, Fort Bragg has mild summers due to the upwelling of cold subsurface waters along the coast producing regular summer fog that does not reach far inland. One dangerous aspect of a Mediterranean climate is the potential for wildfires created by the long periods of dry weather and the occasional periods of winds that boost summer temperatures and make vegetation extremely dry.

Snow in springtime near I-80 interchange and SR 20 terminus in the Sierras

Natural and Environmental Resources Overview Map



LEGEND

- Corridor
- Landscape, Vegetation and Eco Systems
- Wildlife and Migration
- Mountains and Geographic Features
- Water Resources
- Weather and Climate Zones
  - Winter
  - Summer

VISUAL RESOURCES

The visual resources of a highway facility typically reflect the existing aesthetics of the immediate area within that transportation corridor. The concept of aesthetics is most often associated with a sense of beauty or art; a pleasing appearance or effect. Along a transportation corridor, aesthetics may be defined as dealing with the visual integration of the highway into the fabric of a landscape in a way that blends with or complements that setting. This is important since the view to and from the highway contributes to the perception of the surrounding landscape and communities which help to establish a quality of a place. The dominant features observed within this aesthetic framework can be regarded as the visual resources of the corridor.

Visual resources can consist of an undisturbed natural landscape; a view shed that opens up to an expansive valley or mountainous terrain; or simply the adjacent, considered roadside treatments supporting the natural environment.

The landscape and aesthetic properties of a transportation facility have purpose beyond simply creating a pleasant view. Aesthetics need to be intertwined with the function and safety of the facility. An aesthetically pleasing highway or other transport mode is one that provides its users with a clear picture of what is going on around them and what is expected of them. This is accomplished by using techniques and materials to better define the elements of the facility, to visually highlight important information, and to reduce the stress on users resulting from operating a vehicle in a complex environment.

Design and planning for aesthetics to be incorporated into a highway project is a process that occurs at every stage of design, construction, and maintenance.

Distance Zones

The motorist from a particular viewpoint typically perceives the view shed in which distance influences the visual clarity of the landscape and features within the environment. During the visual analysis of a highway corridor, three specific distance zones are defined:

- Foreground
- Middle-ground
- Background

These distance zones can vary depending on the typography and the traveling speed of the driver; ultimately, this will affect the driver's perception of the details and features of the view shed.

Foreground (trees, fences, metal beam guardrail, vegetation, etc) - Viewers can perceive details such as forms, lines and colors up to a one-quarter mile distance. Changes to the landscape are most significant within the foreground view because they are most immediate to the viewpoint. This zone can be most easily manipulated through the Landscape and Aesthetic Program, in part because it includes the highway right-of-way.

Middle-ground (rolling hills, fields, large structures, etc) - Viewers can perceive details such as forms, lines, and colors in masses located from one-quarter mile to three miles away.

Background (mountain horizon, valley expanse, hills profile, lake views) - Background is the area beyond the middle ground, extending to the horizon or limit of the area that is seen. For this ACMP, the background extends up to 25 miles from the centerline of the highway. Viewers can perceive broad forms, lines, wide valleys, distant hills, and mountains.

Foreground View from the road

Midground View from the Road

Views include foreground and background views

Views from the Road and Views of the Road

The view shed constantly changes for the motorist travelling along a highway corridor. Along SR 20 the views from the road in many areas are very open and expansive.

One often overlooked aspect of the highway facility is the view of the road from perspectives from outside of the transportation corridor. Changes to a highway facility impact adjacent residential and business communities. Care and concern must be given to aesthetics, defined or as otherwise defined by this document, impacting or influencing any adjacent community.

Distracting visual view from the road

View of the road (elevated freeway in Grass Valley) from the perspective of the city street

California Scenic Highway

Many state highways are located in areas of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway.

A significant portion of State 20 is not recognized for eligibility as a Scenic Highway, however, portions of the route are eligible and one section is officially designated. The following is a list of sections that are eligible:

- Men - District1 - SR 1 Near Fort Bragg/SR 101 Near Willits – PM R0.0-R33.2
- Men/Lak/Col - District1 and 3 - SR 101 Near Calpella/SR 16 - PM 33.2-3.5
- Nevada – District 3 - SR 49 Near Grass Valley/I-80 Near Emigrant Gap – PM R12.2-45.7

The following section is officially designated as a Scenic Highway:

- Nevada – District 3 - Skillman Flat Campground/0.5 Mi Lowell Hill Rd PM 33.0-39.1

National Scenic Byway Program

"The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has funded 3,049 projects for

state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia. The U.S. Secretary of Transportation recognizes certain roads as America's Byways, National Forest Scenic Byways or Backcountry Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. One section of SR 20 is a National Forest Scenic Byway, the Yuba Donner Scenic Byway weaving "through the Tahoe National Forest and travels through history commemorating the ill-fated Donner Party and other '49ers who forged mountainous wilderness in search of gold, land, and other treasures." *(www. Byways.org)*

The Yuba Donner, National Forest Scenic Byway in the Tahoe National Forest

Rural Corridor

Rural corridors have aesthetic design characteristics quite different from urban settings. The six key properties of a rural corridor are:

- Natural or agricultural landscape dominating the visual field
- Viewers perceive more of the adjacent land
- Less visual change in the landscape
- Landscape is visually simple
- Views extend far beyond the corridor's right-of-way
- Scale of the highway is perceived as smaller in relation to the rural landscape

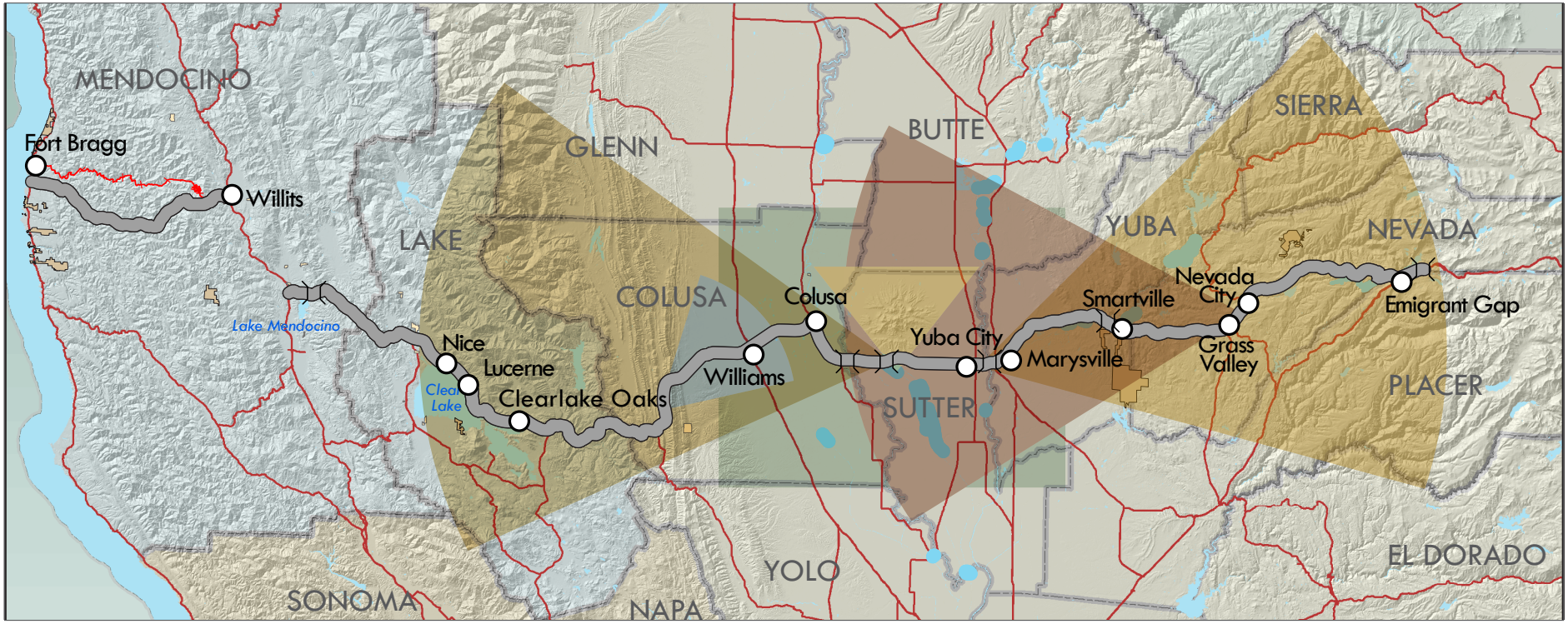
Scenic View Shed

One of the strongest visual resources of a highway is the view shed. The view shed of a transportation corridor refers to all areas that are visible from a section of the road. The boundaries of a view shed can consist of high points in the landscape, such as ridges and hills as well as a border of trees that might define the edge of a forest. The FHWA report, Visual Impact Assessment for Projects, defines the concept of view shed as a surface area visible from a given viewpoint or series of viewpoints; it is also the area from which that viewpoint or series of viewpoints may be seen. Analogous terms for view shed are "seen area" and "visible area." The view shed is a commonly used for identifying the views a proposed highway project could actually affect.

Some of the major view sheds of the SR 20 Corridor are graphically represented on the SR 20 Corridor Resource Summary Map, following this text. The map depicts the noteworthy scenic view sheds described as follows:

- Coastal Foothills to Valley
- Valley to Coastal Mountains
- Valley View to Sutter Buttes
- Valley View to Sierra Mountains
- Sierra Foothills to Valley
- Valley Farmland

Visual Resources Overview Map



LEGEND - MAJOR SCENIC VIEWSHEDS

- Corridor
- Coastal Foothills to Valley
- Valley to Coastal Mountains
- Valley View to Sutter Buttes
- Valley View to Sierra Mountains
- Sierra Foothill to Valley
- Valley Farmland

Chapter 3 SEGMENTS AND RESOURCES OF THE SR 20 CORRIDOR

Corridor Segments

Corridor Resources Summaries and Maps

Chapter 3
SEGMENTS OF THE SR 20 CORRIDOR

CORRIDOR SEGMENTS

Segment Overview Summary

In order to present the resources and objectives of the corridor in a concise and useful manner, the SR20 corridor is divided up into five distinct segments.

- Segment 1 - Coastal Mountain
- Segment 2 - Coastal Foothills
- Segment 3 - Valley
- Segment 4 - Sierra Foothills
- Segment 5 - Sierra Mountains

These segments are based on the geography and character of the route from west to east. In the discussion below and as summarized in the Corridor Segment Summary and Overview Map, each segment is described and named with specific post mile limits and referenced with the segmentation of the districts TCR's. For a complete overview and perspective of each segment, the man-made, natural and environmental, and visual resources are also presented as part of this chapter with a summary matrix and map for each. In Chapter 5 the segments are used as the basis for presenting the landscape design objectives and concepts. The intent for this approach is to be as comprehensive and simplistic as possible so the document and associated information is easily ascertained. As such, throughout the context of the report, each segment is associated with a different color.

SEGMENT 1 COASTAL MOUNTAIN

This segment starts in Mendocino County at Route 1 in the City of Fort Bragg and progresses easterly over the coastal mountains to the junction of Route 101 in the City of Willits. This is the most westerly segment of the SR20 corridor corresponding with the District 1 TCR segment of same limits. This portion of SR 20 is a mostly curvilinear two- lane highway in mountainous terrain classified as a rural minor arterial. Although there is some rolling to flat terrain on either end of the segment the predominant geography and character of the route is the mountainous terrain of the coastal mountains and therefore is named as the "Coastal Mountain" segment.

SEGMENT 2 COASTAL FOOTHILLS

At Willits there is a break in SR 20 which resumes approximately 16 miles to the south on the outskirts of the city of Ukiah near the community of Calpella. Therefore, Segment 2 starts where the route resumes again at the junction of Route 101 near Ukiah traversing easterly across mountainous and rolling terrain to Clear Lake and through the remaining coastal range hills to the edge of the valley floor at Walnut Drive. Segment 2 corresponds to the portion of the District 1 TCR from Ukiah to the Lake/Colusa county line and also includes the first segment of the District 3 TCR from the Lake/Colusa County line to Walnut Drive. This segment of the corridor is a relatively high volume two-lane highway classified as a rural principal arterial with some four-lane segments through the Clear Lake communities. Characterized by its mountainous to rolling terrain through the coastal mountains and foothills this segment is named as the "Coastal Foothills" segment.

SEGMENT 3 VALLEY

Segment 3 starts at the edge of the western side of the valley floor at Walnut Drive. Although at an elevation of a little over 200' this location is a natural starting point signifying the end of the foothills and beginning of the valley. Segment 3 corresponds to the District 3 TCR segments 2-12 which includes major sections of two-lane conventional highway crossing the valley but also includes small segments accounting for portions of the road of varying configuration, traffic volume and need for improvements through and around Colusa, Yuba City and Marysville. Segment 3 is essentially flat, traversing through Colusa, Sutter and Yuba counties across the valley floor at an average elevation of about 50 ft. Similar to the beginning of the segment, the end point on the east side of the valley at Marysville Road is at a slightly higher elevation signifying the

end of this "Valley" segment and starting point of the Sierra foothills.

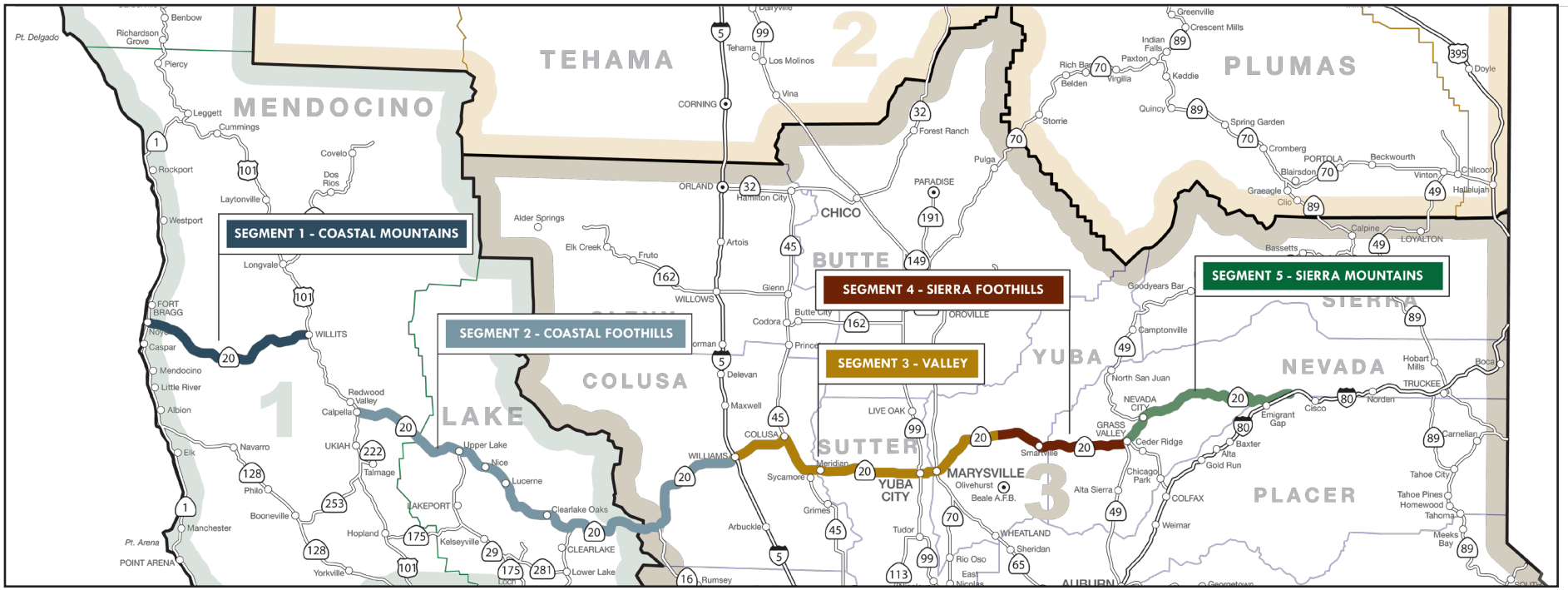
SEGMENT 4 SIERRA FOOTHILLS

Starting at Marysville Road and rising in elevation into the Sierra foothills this segment traverses through the gold country hills to the mining town of Grass Valley at 2500 ft. This segment is a two-lane conventional highway of mostly high speed alignment through rolling terrain corresponding with District 3 TCR segments 13-15. Between Marysville Road and Penn Valley the highway is a very rural section of relatively low volume interregional and recreational traffic. From Penn Valley to the City of Grass Valley the roadway is on a new alignment with alternating passing lanes serving a high volume of commute traffic between the two communities. The old section of state highway, known as the "Rough and Ready Highway" was relinquished to the county and is signed as Penn Valley Drive at the intersection of SR 20. The new alignment climbing from 1400 ft to 2500 ft elevation in six miles is often referred to as the "Penn Valley Grade". Since the overall length of Segment 4 is characterized by the grassy, oak and pine laden foothill terrain it is named the "Sierra Foothills" segment.

SEGMENT 5 SIERRA MOUNTAINS

This Segment starts in Grass Valley at the junction of SR 49 South and continues for approximately five miles as a dual route with SR 49 through Nevada City as the four-lane "Golden Center Freeway". At the end of the freeway at the junction of SR 49 N, the route splits and SR 20 continues as a two-lane highway through mountainous terrain to the junction of Interstate 80 near Emigrant Gap. These two distinct sections of Segment 5 correspond to the District 3 TCR segments 16 and 17 respectively. The freeway portion is an access-controlled, high volume segment with interchanges, overcrossings and a concrete median barrier. Leaving Nevada City, the two-lane segment gains quickly in elevation and is a relatively low volume curvilinear highway traversing the mountainous terrain along forested ridge tops on the way to joining Interstate 80 at an elevation of 5600 ft. Despite the differences of the freeway versus two-lane highway configuration, the overall segment is in a mountain setting of similar character and therefore called the "Sierra Mountains" segment.

Segment Overview Map



SEGMENT 1 Coastal Mountains - Fort Bragg at Jct 1 to Jct 101 in Willits

SEGMENT 2 Coastal Foothills - Near Ukiah at Jct 101 to near Williams (Walnut Dr.)

SEGMENT 3 Valley - Near Williams (Walnut Dr.) to near Marysville (Marysville Rd.)

SEGMENT 4 Sierra Foothills - Near Marysville from Marysville Rd. to Jct 49 S in Grass Valley

SEGMENT 5 Sierra Mountains - In Grass Valley at Jct 49 S to Jct I-80 near Emigrant Gap

Corridor Segment Summary

Segment	Segment Limits/Description	Begin Post Mile	End Post Mile	Miles	Segment Description	Relation to Transportation Concept Report (TCR)
1	From Ft. Bragg at Jct 1 to Jct 101 in Willits	Men 0.0	Men 33.2 Total Miles =	33.2 33.2	Coastal Mountain	D1 TCR Ft Bragg to Willits
2	Near Ukiah at Jct 101 to near Williams (Walnut Dr)	Men 33.2 Lake 0.0 Col 0.0	Men 44.1 Lake 46.5 Col 13.3 Total Miles =	10.9 46.5 13.3 70.7	Coastal Foothills	D1 TCR Ukiah to Lake County Line + D3 TCR Segment 1
3	Near Williams (Walnut Dr) to Near Marysville (Marysville Rd)	Col 13.3 Sut 0.0 Yub 0.0	Col 39.3 Sut 17.1 Yub 13.3 Total Miles =	26.0 17.1 13.3 56.4	Valley	D3 TCR Segment 2-12
4	Near Marysville from Marysville Rd to Jct 49 S in Grass Valley	Yub 13.3 Nev 0.0	Yub 21.7 Nev 12.3 Total Miles =	8.4 12.3 20.7	Sierra Foothills	D3 TCR Segment 13-15
5	In Grass Valley at Jct 49 S to Jct I-80 near Emigrant Gap	Nev 12.3 Pla 41.3 Nev 43.9	Nev 41.3 Pla 43.9 Nev 45.6 Total Miles =	29.0 2.6 1.7 33.3	Sierra Mountains	D3 TCR Segment 16-17
			State Route 20 Corridor Grand Total Length =	214.3		

SEGMENT RESOURCES SUMMARY

The following matrixes and maps provide a comprehensive summary of all the resources of the corridor by segment. The objective of providing this background information is to offer a thorough overview and perspective of the man-made, natural and environmental, and visual resources for consideration when applying the landscape design objectives and concepts. In Chapter 2, the resources were presented as an overview of the corridor to show the relationship and continuity of the route as it progressed across the diverse geography of the state. In this Chapter, the background information and resources are presented segment by segment to give a closer perspective of the route at those locations. This closer view provides many details that are hoped to be a useful reference and influence on the landscape design decisions when developing future projects.

Corridor Resources Summary - Man-Made Resources

Segment /Resource	Cities and Communities	Agriculture and Mining	Water Resources and Power Infrastructure	Transportation Infrastructure	Recreation	Historic Sites
Coastal Mountains	Fort Bragg, Willits	Timber Harvesting, Lumber Mills	Noyo Harbor	Two-lane curvilinear mountainous highway, Skunk Railroad	Jackson Forest State Reserve	Fort Bragg
Coastal Foothills	Ukiah (outskirts), Calpella, Clear Lake Communities: Nice, Lucerne, Clear Lake Oaks	Foothill Vineyards and Wineries	Lake Mendocino and Blue Lakes Reservoirs, Clear Lake	Two-lane curvilinear highway through rolling and steep terrain. Lake Mendocino Bridge, Bear Cr Bridge	Boating, fishing, hunting, off road	Bloody Island, Sulphur Bank Mine
Valley	Williams (outskirts), Colusa, Yuba City, Marysville	Row crops, orchards, pasture, rice fields, Yuba River dredge fields	Rivers, Levees, irrigation canals and ditches, power transmission line towers	Mostly two-lane tangent highway flat terrain. Express-way entering YC, City streets in Colusa, Marysville/YC. Meridian Swing Bridge, Sutter Causeway Br, 10th St Bridge, UPRR OH	Hunting, Fishing, Bird watching. Access to Sutter Buttes, Bird Sanctuaries, Colusa-Sacramento River State Recreation Area	Site of Propagation of Thompson Seedless Grapes, Colusa County Courthouse, Bok Kai Temple
Sierra Foothills	Smartsville, Penn Valley, Grass Valley	Foothill Vineyards and Wineries, Cattle, horse pastures, Smartsville "Diggins"	Collins Lake Reservoirs, Lake Englebright, Lake Wildwood	Two-lane highway curvilinear through rolling terrain. Parks Bar Bridge	Hunting, fishing, boating, camping	Timbuctoo, Smartsville,Worlds First Long Distance Telephone line, Bridgeport Covered Bridge, Rough and Ready
Sierra Mountains	Grass Valley, Nevada City	Gold Mining, Timber, Malokoff Diggins	Scotts Flat Reservoir, Lake Spaulding, NID Canals	Golden Center Freeway Viaduct, Bridges, mountainous curvilinear two-lane highway	Empire Mine State Park, Tahoe National Forest, camping, biking, hiking, horseback riding	Grass Valley and Nevada Historic City Sites, Hydraulic Diggings, Empire Mine

Corridor Resources Summary - Cities and Communities Resources

Cities and Communities	Corridor Segment	Pop.	Elev.	Highway Context	Description	Community Identity	Noteworthy Features	Websites/Community Plans Information
Ft Bragg	1	7000	100	Outskirts	In Mendocino Co. - a popular tourist attraction along the Pacific Coast.	Harbor Town, Skunk RR	Mendocino Coast Botanical Gardens	http://city.fortbragg.com/
Willits	1	4888	1390	Through town arterial	Willits is at the center of Mendocino County and its redwood forests.	"Heart of Mendocino County-Gateway to the Redwoods"	Sherwood Valley Rancheria of Pomo Indians is here	http://thecityofwillits.com/
Ukiah	2	16075	760	Outskirts	Ukiah serves as the city center for Mendocino County and much of neighboring Lake County.	Small town along US 101 within close proximity to route 20 - home of numerous wineries.	Grace Hudson Museum	http://www.cityofukiah.com/
Calpella	2	679	639	Adjacent	Small community known more as an area of Ukiah.	Tourist destinations of Mendocino and nearby wineries.	Named after a local Indian Chief	http://www.mendosearch.com
Nice	2	2731	1340	Commercial frontage	Small town located along Route 20 in Lake County	Robinson Rancheria Resort and Casino	Clear Lake	http://www.lakeportchamber.com/community/nice-lucerne.asp
Lucerne	2	3067	1329	Commercial frontage	Located along route 20 is a lakeside community	North shore of Clear Lake	Clear Lake	http://www.lakeportchamber.com/community/nice-lucerne.asp
Clear Lake Oaks	2	2359	1430	Commercial frontage	Located along route 20 is a lakeside community	Extreme south east of Clear Lake	Clear Lake	http://www.lakeportchamber.com/community/clearlake-oaks.asp
Williams	3	5300	75	Outskirts	Located at crossroads of I-5 and Route 20 - is located in the Sacramento Valley	Agricultural Community. Gateway to Northern California hunting and fishing Mecca	Granzellas	http://www.cityofwilliams.org/
Colusa	3	5971	50	Main Street	Small agricultural town located along the Sacramento River	Agricultural Community. Gateway to Northern California hunting and fishing Mecca	Historic downtown with noted Victorian architecture	http://www.cityofcolusa.com/
Yuba City	3	64925	60	Through town arterial	Yuba City is the principal city of the Yuba City Metropolitan Statistical Area	Modern Agriculture-Business	Feather River and Sutter Buttes	http://www.yubacity.net/community/yuba-city-at-glance.htm
Marysville	3	12072	60	Through town arterial	Marysville is the county seat for Yuba Co.	Historic- "Gateway to the Gold Fields"	Downtown, Ellis Lake	Pedestrian Master Plan, http://www.marysville.ca.us/
Smartsville	4	177	670	Adjacent	Smartsville, a small town in Yuba Co. - in the foothills of the Sierra Nevada Mountains.	Historic- Smartville/Smartsville	Church and Smartsville Cemetery	None
Penn Valley	4	1453	1380	Adjacent	Small community in the foothills of the Sierra Nevada Mts.	"Lifestyle with Opportunity"	Access to Historic Sites, Lake Wildwood and Englebright Lake	http://www.pennvalleycoc.org/
Grass Valley	5	--	2500	Through town freeway	Grass Valley's roots go back to the gold rush era of the 1840's.	Historic Gold rush mining town	Historic Downtown, Empire Mine State Park	Downtown Strategic Plan, Street Master Plan, http://www.cityofgrassvalley.com/
Nevada City	5	3000	2600	Through town freeway	California's best-preserved Gold Rush town, in Sierra Nevada Mts.	Historic Gold rush mining town	Historic Downtown, Railroad Museum, Firehouse Museum	http://www.nevadacityca.gov/
Washington	5	200	3652	Adjacent	Washington, located on the banks of the South Fork of the Yuba River.	Historic Gold rush mining town	Gene's Pine Air Campground and the River Rest	none

Corridor Resources Summary - Natural and Environmental Resources

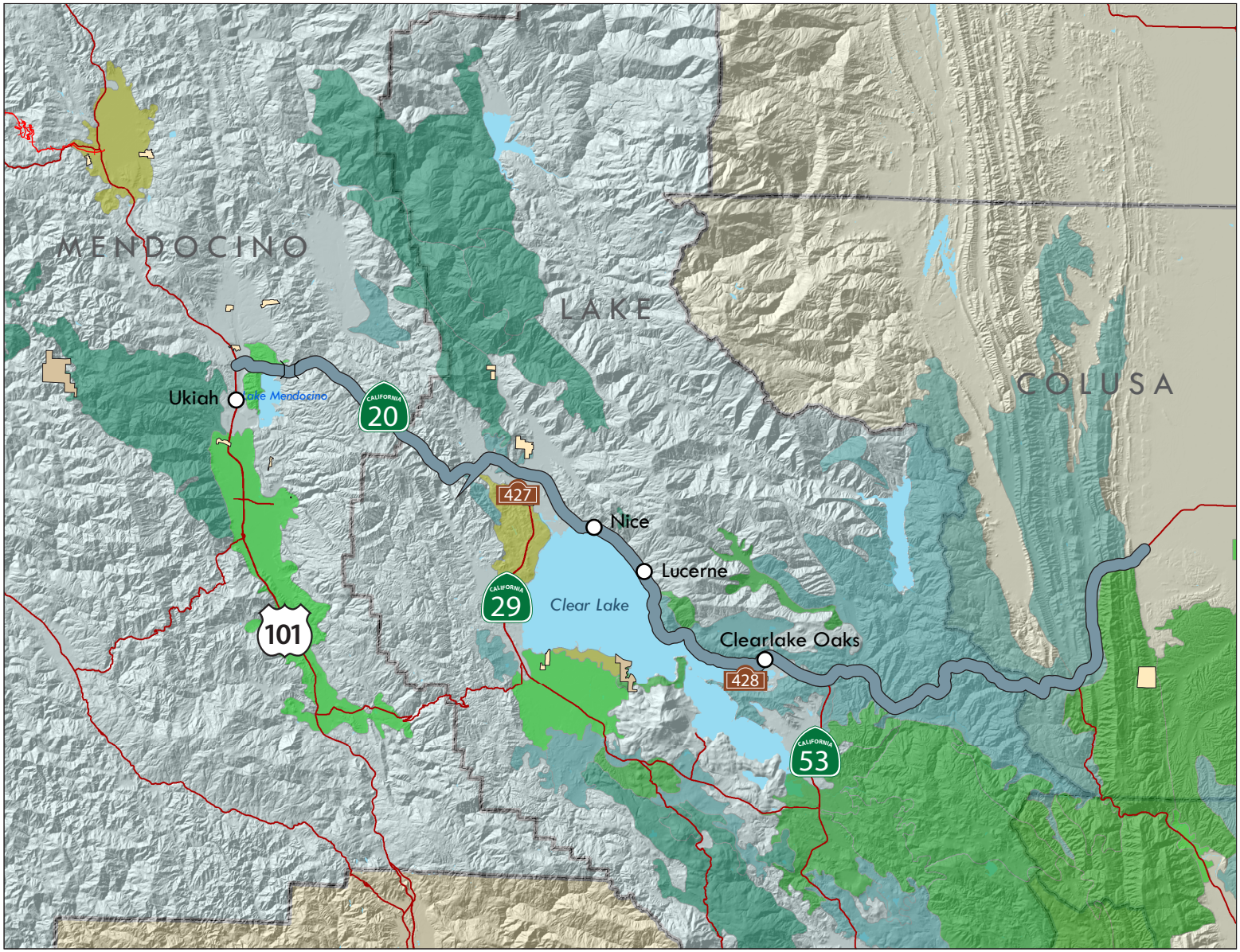
Segment /Resource	Water Resources	Landscape, Vegetation and Ecosystems	Wildlife and Migration	Mountains and Geographic Features	Weather and Climate Zones
Coastal Mountains	Pacific Ocean	Upland Redwood Forest	Deer, mountain lions	Moderate to rugged mountain terrain	Temperate coastal climate. Coastal fog transitioning to cool winter/hot summers inland
Coastal Foothills	Russian River, Clear Lake	Blue Oak Woodlands, Foothill Pine-Oak Woodlands	Tule Elk, deer, wild boar, great blue heron, great egret, nesting colonies, variety of waterfowl, hawks and eagles	Rolling to steep terrain, mountains and hills	Hot summer, mild winter
Valley	Sacramento River, Feather River, Yuba River	Farmland- Rice Fields, Row and Field Crops, Orchards	Pacific Flyway bird migration, Colusa National Wildlife Preserve, Sutter National Wildlife Refuge	Flat terrain, Sutter Buttes, Rivers	Hot summers, mild to cool winters, prone to seasonal dense fog. Prone to floods.
Sierra Foothills	Yuba River	Foothill Pine-Oak, Blue Oak and Valley Oak Woodlands, Westside Ponderosa Pines	Deer, skunk, coyotes Spenceville Wildlife Area	Rolling terrain	Hot summer, cool winter
Sierra Mountains	Scotts Flat Lake, Spaulding Lake	Sierran Mixed Coniferous Forest, Westside Ponder-ousa Pine	Tahoe National Forest, Bear, deer, mountain lion	Steep mountainous terrain, Ridgetop highway corridor, Bear Valley, Granite ridgetops	Four seasons climate with warm to hot, dry summers, and wet, cool, rainy winters with snow at the higher elevations.

Corridor Resources Summary - Visual Resources

Segment /Resource	Scenic Designation	Scenic Viewsheds	Foreground Views (1/4 mile)	Middleground Views (1-3 miles)	Background Views (3-25+ miles)
Coastal Mountains	Yes- Eligible	Pacific Ocean WB, Redwood Forest Corridor	Redwood trees, vegetation, bridge rail, MBGR	Forested valleys and hills, pastures	Ocean, coastal foothills
Coastal Foothills	Yes- Portion Eligible	Clear Lake panoramas, Valley views WB	Sidelsope Vegetation, bridge rails, MBGR, Boat docks, signs, driveways, strip malls, buildings	Blue Lake and Clear Lake views, pastural views, foothills	Valley, Coastal Foothills, Sutter Buttes, Sierra Mountains
Valley	No	360" Valley views to Sierras, Coastal Mountains, Sutter Buttes	Sidelsope Vegetation, bridge rails, MBGR, signs, driveways, strip malls, fences, buildings, power poles	Sacramento and Feather River, Sutter Bypass, rice fields, orchards, pastures, foothills	Coastal and Sierra Mountains, Sutter Buttes
Sierra Foothills	No	Valley, Foothills, Mountains	Sidelsope Vegetation, bridge rails, MBGR, signs, driveways, fences, buildings, power poles	Pastural, foothills,Yuba River,Penn Valley	Valley, coastal mountains, Sutter Buttes, Yuba River watershed
Sierra Mountains	Yes- Eligible and portion Officially Designated	Forest lined ridge top, Bear Valley, mountain peaks	Grass Valley Freeway landscape, trees, buildings, signs, roads	Grass Valley, Nevada City streets and buildings, forested ridgetops	Mountains, Sierra Buttes

Corridor Resources Summary Map - Coastal Mountains

Corridor Resources Summary Map - Coastal Foothills



LEGEND

- State Highways
- Bridges
- Parks
- Tribal Lands
- Valley Oak Woodland
- Orchard or Vineyard
- Foothill Pine-Oak Woodland
- Blue Oak Woodland
- Black Oak Forest
- Water Bodies
- Historic Site
  - **No. 427** - The Battle of Bloody Island
  - **No. 428** - Sulphur Bank Mine

Corridor Resources Summary Map - Valley

LEGEND

- State Highways
- Bridges
- Parks
- Tribal Lands
- Row and Field Crops
- Orchard or Vineyard
- Foothill Pine-Oak Woodland
- Blue Oak Woodland
- Strip Mines, Quarries and Gravel Pits
- Water Bodies
- Historic Site
  - **No. 890** - Colusa County Courthouse
  - **No. 929** - Site of Propagation of the Thompson Seedless Grape
  - **No. 889** - Bok Kai Temple

Corridor Resources Summary Map - Sierra Foothills

LEGEND

- State Highways
- Streets
- Bridges
- Parks
- Foothill Pine-Oak Woodland
- Blue Oak Woodland
- Valley Oak Woodland
- Westside Ponderosa Pine Forest
- Strip Mines, Quarries and Gravel Pits
- Water Bodies
- Historic Site
  - **No. 320** - Timbuctoo
  - **No. 321** - Smartsville
  - **No. 247** - The World's First Long-Distance Telephone Line
  - **No. 390** - Bridgeport (Nyes Crossing) Covered Bridge
  - **No. 294** The Little Town of Rough and Ready

N

Corridor Resources Summary Map - Sierra Mountains

LEGEND

- State Highways
- Streets
- Bridges
- Parks
- Sierran Mixed Coniferous Forest
- Westside Ponderosa Pine Forest
- Water Bodies
- Historic Sites

No. 292 - Home of Lola Montez

No. 293 - Home of Lotta Crabtree

No. 297 - Site of One of the First Discoveries of Quartz Gold in California

No. 298 - Empire Mine

No. 628 - Alpha Hydraulic Diggings

No. 629 - Omega Hydraulics Diggings and Townsite

No. 832 - South Yuba Canal Office

No. 855 - Mount Saint Mary's Convent and Academy

No. 863 - Nevada Theatre

No. 899 - National Hotel

No. 914 - Holbrooke Hotel

No. 1012 - First Manufactur ing Site of the Pelton Wheel

Chapter 4 DESIGN ELEMENTS OF THE AESTHETIC CORRIDOR MASTER PLAN

Chapter 4
DESIGN ELEMENTS OF THE AESTHETIC CORRIDOR MASTER PLAN

INTRODUCTION

This chapter determines the direction of the Aesthetic Corridor Master Plan's three main elements.

ELEMENTS

1 - The highway types
2 - The landscape treatment types
3 - The design goals and objectives

These elements when applied to each segment of the corridor will provide design direction for the highway landscape and aesthetics throughout the corridor by relating the highway type with its surrounding land uses.

ELEMENT 1 - HIGHWAY TYPES

Highway types are generally categorized according to the location of road, the speed and volume of travel and the type of access. Three major categories of highway types are identified within the SR 20 corridor.

- Rural highway
- Urban freeway
- City streets

Additionally, a transition section typically occurs between highway types. This transition section is not a general category of highway type and is identified to account for the change in roadway character which can occur over moderately long lengths or very short lengths of roadway.
SR 20 is predominantly a rural highway, however, there are city streets and urban freeway segments within the corridor. Each highway type has similar characteristics that are useful for establishing consistent landscape treatment types related to design goals and objectives.

Rural Highway

The rural highway type is a high speed, lower volume road without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. It is located within a mostly natural environment of very low-density residential, agricultural, or open space adjacent land uses.

This highway type has the greatest potential to achieve Scenic Highway status. Appropriate design goals and objectives for rural highway type are enhance scenic and preserve landscape character.

Rural SR 20 heading westward towards Coastal Mountains

Rural SR 20 heading eastward towards the Sierra Mountains

Urban Freeway

The urban freeway type is a high speed, high volume road, with full control of access and with grade separations at intersections. The urban freeway type is located within a mostly built environment dominating the visual and driving experience. It includes elevated highways and some bypasses. Only a small portion of SR 20 is an urban freeway. In comparison, there are fairly significant lengths of transitions between the rural highway and urban freeway with corresponding design goals and objectives. This highway type has the greatest potential for community interface and preserve landscape character design goals and objectives.

Urban SR 20 passing through Grass Valley and Nevada City in the Sierra Mountains

Urban SR 20 passing through Grass Valley and Nevada City in the Sierras

City Streets

The city street highway type is a high volume, slower speed road passing through a community and sometimes acting as the Main Street for a community. There is a potential for many different types of adjacent land uses. This highway type has the greatest potential for community interface design goals and objectives.

Transition

The transition section between highway types varies in length and the user is generally given visual clues such as signage, plantings, land use variations, and traffic calming. On a state highway, a speed reduction will

SR 20 passing through Colusa as a residential City Street

SR 20 passing through Marysville as a commercial City Street

typically occur in a transition from rural to downtown conditions. (Main Streets, Flexibility in Design and Operations, January 2005)

Sometimes these transitions do not occur and the user enters immediately to another highway type.

SR 20 transitions between Rural Highway to City Streets in the Coastal Mountain towns

SR 20 transition from Rural Highway to City Street near Colusa

The user will experience a different sense of the transition depending on their direction of travel, through the transition: rural highway to urban freeway to city street to rural highway.

ELEMENT 2 - LANDSCAPE TREATMENT TYPES

Landscape treatment types provide the framework to define the purpose and intent of aesthetic highway corridor improvements.

A landscape treatment type includes a softscape type and a hardscape type. Every section of state highway rights-of-way has an associated landscape treatment type to define its design character and maintenance requirements. Softscape treatments vary from a simple ground treatment to more elaborate ornamental plant material. Similarly, hardscape treatments range from standard category to a focused landmark quality. Used in combination, these treatment levels establish the design character within the corridor.

The matrix of possible combinations of softscape types and structures and hardscape treatments in relation to highway types is shown in the Design Elements Summary at the end of this section.

SOFTSCAPE TREATMENT TYPES AND CORRIDOR APPLICATION

Softscape treatment type refers to the portions of a landscape comprised of plant materials. Softscaping can include, flowers, plants, shrubs, trees, flower beds and groundcover treatments. The purpose of softscape is to lend character to the landscaping, create an atmosphere, ambience, and reflect the values, identity and character of the community and the inhabitants. There are three categories of softscape treatment types defined for the SR 20 ACMP.

- Native Revegetation
- Enhanced Native Revegetation
- Highway Planting

Sections of the corridor may use the following photographic examples defining softscape treatment types. Some treatment types may require differing levels of irrigation and the overall emphasis is placed on water conserving plant types.

Native Revegetation

Native revegetation softscape treatment provides erosion and dust control along the roadside. This treatment includes uniform applications of rock mulch or variable sizes of stone, combined with textures that match the existing environment. In rural areas, plant palettes are derived from native plantings found adjacent to the highway type. Irrigation is not included in this treatment. This treatment type is applicable to the rural highway type.

Native Revegetation adjacent to the Bloody Island Historic Marker

Enhanced Native Revegetation

This treatment introduces a greater diversity of plant materials from the regional plant palette. Plants are organized in greater densities, and trees are used to increase vertical diversity. Special ground treatments for drainage and erosion control are included. Drip irrigation is required to assure plant survival. This treatment type is applicable to the rural highway type with transition to urban freeway or city street.

Enhanced Native Revegetation near Clearlake

Highway Planting

This treatment is most associated with the segments of roadway classified as Landscaped Freeway and by definition requires a higher level of planting with an assortment of native and ornamental plant material. Plants are organized to create a layering affect along the roadside. This treatment type is applicable to the city street and urban freeway highway type.

Various Highway Plantings along SR 20 in Marysville, Grass Valley and Nevada City

HARDSCAPE TREATMENTS AND CORRIDOR APPLICATION

The following hardscape treatment types define the common language of highway facility design. They are defined in three main categories.

- Standard
- Enhanced
- Focused

These treatment types include proposed aesthetic treatment of bridges, retaining walls, sound walls, pedestrian overcrossings, fencing, railings, barrier railings, and lighting.

Standard

Standard treatment is simple and functional. Color and scaled adjustments improve aesthetic quality. Standard structure design is economical and satisfies vehicular movement. However, it does little to establish design character or creating a sense of place. Caltrans standards for surface treatment and lighting include stained and painted finishes, concrete form liners, and high mast area lighting.

Standard Bridge Structure in Nevada City

Enhanced

A unified system of materials and textures defines the corridor design. A sense of place is created by adding accents and special finishes to built structures. Design elements can include transportation art and the application of high quality finishes, color and texture to highway structures.

Textured Retaining Wall

Focused

Focused hardscape treatments facilitate the expression of a specific design character. Structures consist of self-weathering materials, integrated color or textural finishes, and may include detailed form liners on structural surfaces. Patterns consist of a motif based multi-surface design. Barrier rails utilize custom construction and include designs that are artistically incorporated into the structure, ultimately elevating an engineered form to a work of art. Upgraded lighting elements combine form and function to include lower height standards and decorative elements. Landmark treatments give attention to unique elements. Extensive design treatments are used on bridge structures, retaining walls, acoustic walls, barrier rails, and pedestrian crossings. Unique form liner treatments on structural surfaces denote the special importance of the place. Subject and composition, combined with placement, denote the importance of transportation art.

Elaborate lighting provides special nighttime effects.

Feather River Bridge rail on SR 20 connecting Yuba City and Marysville

Retaining Wall along SR 20 near Clearlake

ELEMENT 3 - Landscape Design Objectives

There are three main design goals and objectives identified for this highway corridor.

- Preserve landscape character
- Enhance scenic
- Community interface

Additionally, design objectives are identified for the transition sections within highway types.

The matrix of possible combinations of landscape design objectives and treatments in relation to highway types is shown in the Design Elements Summary at the end of this section.

Preserve Landscape Character

Landscape character is best preserved in rural highway design. In rural areas, roadside land use consists of agricultural, commercial, industrial or low-density residential. The potential for significant future growth appears to be low. Land ownership is dominated by land owners of agricultural land or by Federal and State entities such as the National Forest, Bureau of Land Management or State Parks. Built elements and human interventions are sparsely distributed throughout the landscape. Native vegetation, geologic features and landforms, dominate the views. Preserving landscape character's primary objective is to enhance and maintain the existing aesthetic integrity of the roadside landscape using roadside management techniques. This objective can be achieved by the following recommendation.

- Low cost treatments are appropriate
- Align highway to blend facilities into the surrounding environment
- Limit vegetative clearing to the extent possible
- Utilize existing native vegetation to preserve the aesthetic integrity of the roadside
- Preserve scenic views and view sheds
- Restrict outdoor advertising- (this is regulated in CA)
- Provide pedestrian and bike access to recreation destinations
- Incorporate a separated shared use trail within the R/W
- Grade, stain, and revegetate rock cuts to blend with the surrounding environment
- Revegetate disturbed areas with native plant materials
- Identify locations for new wildlife crossings
- Screen maintenance facilities from the roadway, or blend into the surrounding environment
- Provide pullouts along the highway for pull-over traffic and recreation access
- Work with local agencies to reduce visual clutter
- Reduce the number of superfluous signs
- Improve riparian areas and river crossings with vegetation which mimics natural features and enhances habitat

Enhance Scenic

A scenic highway is defined as a state or county highway, in total or in part, that is recognized for its scenic value, protected by a locally adopted corridor protection program, and has been officially designated by the Department. Rural highways have scenic, cultural, historic, recreational, and/or natural qualities that dominate the landscape. In fact, the stated intent of the California Scenic Highway Program is to protect and enhance the natural scenic beauty of California's highways and adjacent corridors, through special conservation treatment. Enhance Scenic's primary design objective is to increase awareness and enhance the scenic quality and experience of the motorist while traveling the route. This objective can be achieved by the following recommendations.

- Mid cost treatments are appropriate
- Apply for scenic designation

- Align highway to blend facilities into the surrounding environment
- Limit vegetative clearing to the extent possible
- Preserve scenic views and view sheds
- Restrict outdoor advertising- (this is regulated in CA)
- Provide pedestrian and bike access to recreation destinations
- Incorporate a separated shared use trail within the R/W
- Protect scenic areas by prohibiting structures that obscure views
- Provide rest areas that serve a diversity of uses
- Reduce the number of superfluous signs
- Minimize visual distraction of reflectors
- Create structures that incorporate textures and earth tone colors to blend with the landscape
- Preserve downhill trees to screen the roadway from off-road viewpoints
- Grade, stain, and revegetate rock cuts to blend with the surrounding environment
- Revegetate disturbed areas with native plant materials
- Paint backside of signs to reduce glare
- Provide barrier systems which define the corridor, but do not dominate the surrounding environment
- Identify locations for new wildlife crossings
- Screen maintenance facilities from the roadway, or blend into the surrounding environment
- Work with local agencies to reduce visual clutter
- Reduce the number of superfluous signs
- Work with local agencies to encourage adjacent development which won't conflict with Scenic Highway guidelines.
- Improve riparian areas and river crossings with vegetation which mimics natural features and enhances habitat
- Provide signage and interpretive information to encourage connection with the environment
- Revegetate highway medians to better blend with the natural environment
- Utilize structures and hardscape elements that are visually unobtrusive
- Retrofit existing structure to visually blend with the surrounding environment

Community Interface

"When the city street highway type is a community's Main Street it provides access to businesses, residential roads and other nearby properties. Main streets serve pedestrians, bicyclists, businesses and public transit, with motorized traffic typically traveling at speeds of 20 to 40 miles per hour. Main streets give communities their identity and character, they promote multi-modal transportation, support economic growth, and may have scenic or historic value." (Main Streets, Flexibility in Design and Operations, January 2005).

The community interface's primary design objective is to respond to the community's needs in its downtown center and still provide the function of the city street highway type. Incorporation of roadway design features to minimize pedestrian and vehicle conflict is a must. This objective can be achieved by the following recommendations.

- High cost treatments are appropriate
- Refer to local planning documents
- Restrict outdoor advertising (this is regulated in CA)
- Incorporate a separated shared use trail within the R/W
- Provide barrier systems which define the corridor, but do not dominate the surrounding environment
- Reinvent the roadway. Rerouted traffic may provide opportunities to better respond to community desires.
- Establish a community Gateway Monument
- Coordinate signage with landforms and vegetation
- Establish/ maintain bicycle and pedestrian connectivity
- Integrate transit and provide transit stops
- Utilize traffic calming measures and

provide street plantings to enhance the community character.

- Reducing vehicle, pedestrian, bicycle conflicts
- Include raised medians to create pedestrian refuge islands
- Landscape treatments in raised medians to reinforce reduced speed limits and to increase visual interest
- Incorporation of roundabouts in lieu of signalized intersections
- Reducing appearance of wide roadways
- Reducing crosswalk distances through the inclusion of bulb-outs
- Including pedestrian activated signals for midblock crossings where distance between crosswalks exceeds 1/4 mile
- Providing parallel parking opportunities
- Including pedestrian scale amenities such as
- Street trees for shade and visual interest, lighting
- Lighting appropriate in height, style, and intensity
- Street furnishing and way finding aids

Various examples of Gateway Monuments for community interface in the Clearlake area

Yuba City Community Gateway

Grass Valley roundabout with community archeological and cultural enhancements

Doffodill plantings by community group in Penn Valley

DESIGN CONCEPTS AND OPPORTUNITIES RELATED TO DESIGN OBJECTIVES

The matrix of possible combinations of these six concepts and opportunities in relation to the design objectives and treatments is shown in the Design Elements Summary at the end of this section.

Community

- Visual gateway
- Signage gateway
- Monument gateway
- Statewide gateway
- Community gateway
- Pedestrian, bike and multi-use trails linkage and circulation
- Highway archeology, cultural or historic awareness
- Highway and community compatibility improvement
- Partnerships and resource leveraging
- Pedestrian, bike and multi-use trails linkage and circulation
- Historical, cultural, archeological awareness
- Cultivate responsiveness to local community and citizen requests for volunteer involvement and community enhancement in selected roadside areas.
- Main Streets features
- Context Sensitive Crosswalks
- City Streets-Complete Streets
- Bike/Pedestrian Plans
- Historical Downtowns
- Stamped concrete, light poles, etc

Travel Services

- Viewpoints and points of interest
- Travel Information Kiosks
- Travel information program
- Transportation management systems (CMS, TOS, 511, HAR messages)
- Transportation art
- Rest Areas
- Roadside services

Vegetation

- Highway Planting (ground treatment)
- Revegetation- Native and enhanced native plant revegetation planting
- Slope revegetation for erosion control
- Revegetate road cuts for erosion control
- Protect the restore native plant communities.
- The use of native plant communities.
- Mitigation Planting

Environmental

- Environmental resource preservation
- Wildlife movement enhancement, wildlife crossing improvements
- Water resources enhancement
- Reduce water pollution through stormwater runoff, erosion control, and slope stabilization measures
- Rare or unique natural resource enhancement
- Support preservation and mitigation of wetlands and sensitive areas.
- Coordinate wildlife consideration with operational functions.
- Coordinate roadside planning, design, construction, and maintenance actions with the natural environment along a corridor, and local context.

Visual

- Highway Scenic Designation
- Highway Scenic Improvement
- Buffer adjacent lands from adverse visual and noise impacts from the roadway.
- Screen roadway users from visual distractions.
- Promote aesthetic harmony and visual continuity within the roadway corridor.
- Preserve high quality views
- Facilitate documentation and ongoing maintenance of scenic views and mitigation of undesirable views.
- Address the role of special planning designations, such as Scenic and Recreational Highways, in roadside management.

Roadway Structures

- Sound walls and acoustic wall
- Bridge and structure aesthetic
- Info and directional signage
- Highway facility enhancement
- Reduce asphalt at locations
- Landform or contour grading enhancement
- Highway Maintenance practices
- Geometrics, alignment, land relationship enhancement
- Sustainable corridor practice opportunity
- Design roadside structures in coordination with the surrounding natural and cultural context.
- Facilitate departmental, interagency, and public communication by providing consistent roadside management policy.
- Provide for surface drainage

CALTRANS LANDSCAPE ARCHITECTURE PROGRAMS

Highway Planting Restoration

Highway planting restoration provides for replacement, restoration, and rehabilitation of existing vegetation damaged by weather, acts of nature, or deterioration to integrate the facility with the adjacent community and surrounding environs. Highway planting restoration also provides erosion control to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements. These projects include strategies designed to protect the safety of travelers and maintenance workers by minimizing recurrent maintenance activities.

New Highway Planting

New highway planting provides planting to satisfy legal mandates, environmental mitigation requirements, memoranda of understanding or agreement between Caltrans and local agencies, and for aesthetics and erosion control. New highway planting also includes roadside management strategies that

improve traveler and worker safety by reducing the frequency and duration of maintenance workers' exposure to traffic.

New highway planting required due to the impacts of a roadway construction project must be programmed and funded as part of the parent roadway project. The cost of the work should be identified in the PID for the parent project. This planting must be programmed to be under construction within two years after highway construction contract acceptance. For specific information regarding project programming, refer to Chapter 9 "Project Initiation" of this manual.

New highway planting funded from a district's minor program will only be allowed when approved by the District Director and adequate resources are committed for maintenance of the new planting and irrigation.

Roadside Enhancement

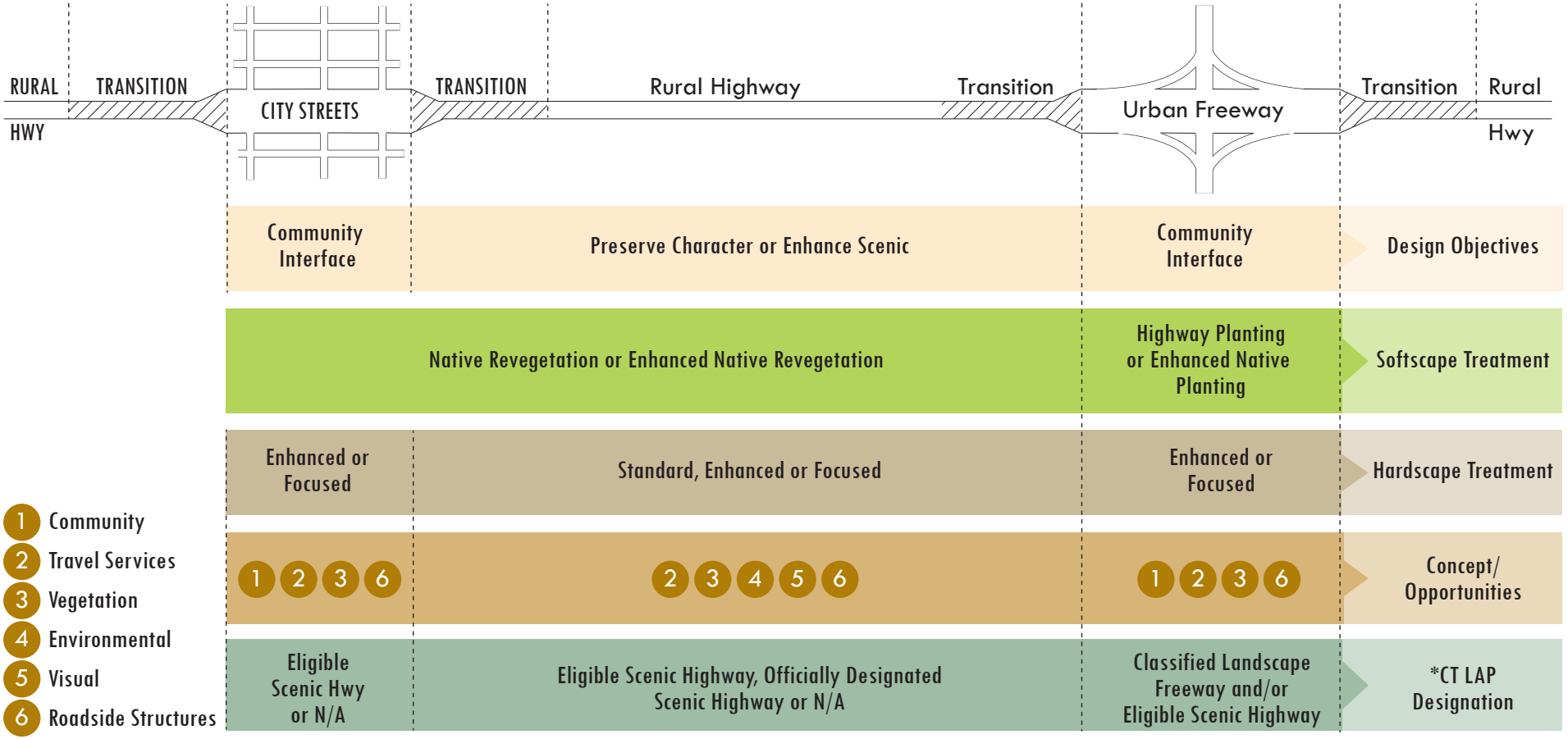
Roadside enhancement serves to enhance, preserve, or restore scenic and native landscape areas within or near roadsides. Examples of roadside enhancement work include structural modifications required for environmentally sensitive species, such as wildlife crossings, fisheries enhancements, or desert tortoise fencing, fish and wildlife preservation and protection, placement of historic markers, elimination of qualified junkyards, removal of nonconforming outdoor advertising signs, construction of vista points and roadside ecological viewing areas, scenic enhancements, relinquishment of environmental mitigation sites, and work required to comply with the Surface Mining and Reclamation Act of 1975. (PDPM CHP 29)

This program may also include updating or replacing aging, high-maintenance roadside facilities such as sign structures, light standards, and fencing; re-contouring slopes; and upgrading gore, median, and slope paving.

Design Elements Summary

HIGHWAY TYPE/TRANSITION	LANDSCAPE DESIGN OBJECTIVES	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LANDSCAPE ARCHITECTURE PROGRAM DESIGNATION
RURAL					
High speed, lower volume road with very low-density residential, agricultural, or open space adjacent land uses	Preserve Character or Enhance Scenic	Native Revegetation or Enhanced Native Revegetation	Standard, Enhanced or Focused	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	Eligible Scenic Highway. Officially Designated Scenic Highway or Not Applicable
CITY STREETS					
High-Volume, slower-speed roads that pass through a community with the potential for many different adjacent land uses.	Community Interface	Enhanced Native Revegetation or Highway Planting	Enhanced or Focused	Community, Travel Services, Vegetation Roadside Practices and Structures	Eligible Scenic Highway or Not Applicable (N/A)
URBAN FREEWAY					
High-speed, high-volume, controlled access roads. Includes elevated highways and some bypasses.	Community Interface	Highway Planting	Enhanced or Focused	Community, Travel Services, Vegetation, Roadside and Structures	Classified Landscape Freeway and/or Eligible Scenic Highway
TRANSITIONS					
Transitionary segments of roadway between different highway types.	Preserve Character, Enhance Scenic or Community Interface	Native Revegetation or Enhanced Native Revegetation	Standard or Enhanced	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	Eligible Scenic Highway or Not Applicable (N/A)

Design Elements Summary Diagram



* Caltrans Landscape Architecture Program

Chapter 5 - AESTHETIC MASTER PLAN - SR 20 CORRIDOR SEGMENTS

Chapter 5 - AESTHETIC MASTER PLAN - SR 20 CORRIDOR SEGMENTS

SEGMENT 1 - COASTAL MOUNTAIN

Segment Overview

The Coastal Mountain segment begins in Fort Bragg transitioning quickly to a very rural highway for approximately 30 miles until reaching the outskirts of Willits. As the highway approaches Willits it transitions to a one mile zone of city streets prior to the junction with Highway 101.

The harbor town of Fort Bragg is best known as a fishing and tourist town. It is also known for the Skunk Train. The harbor is a major attraction of the community with activity from fishermen bringing in their daily haul for the local restaurants and charter boats that offer fishing and whale watching adventures.

On the east end of the Segment, Willits is a small rural community approximately 140 miles north of San Francisco known as the "Heart of Mendocino County ~ Gateway to the Redwoods". Willits is also known for the world famous "Skunk Train" as the eastern terminus and departure point to Fort Bragg. Entering Willits on Highway 101 near the junction of SR 20, motorists encounter the iconic Willits Arch proclaimed as a symbol of the community's togetherness and "can do" attitude.

Once the motorist is a couple miles out of each town, in between the two communities, the highway environment is a very dense upland redwood forest. Much of this portion of SR 20 is part of the Jackson State Forest. While there are few developed recreational facilities adjacent to the highway, an abundance of small access roads lead to campgrounds and trails within the State Forest.

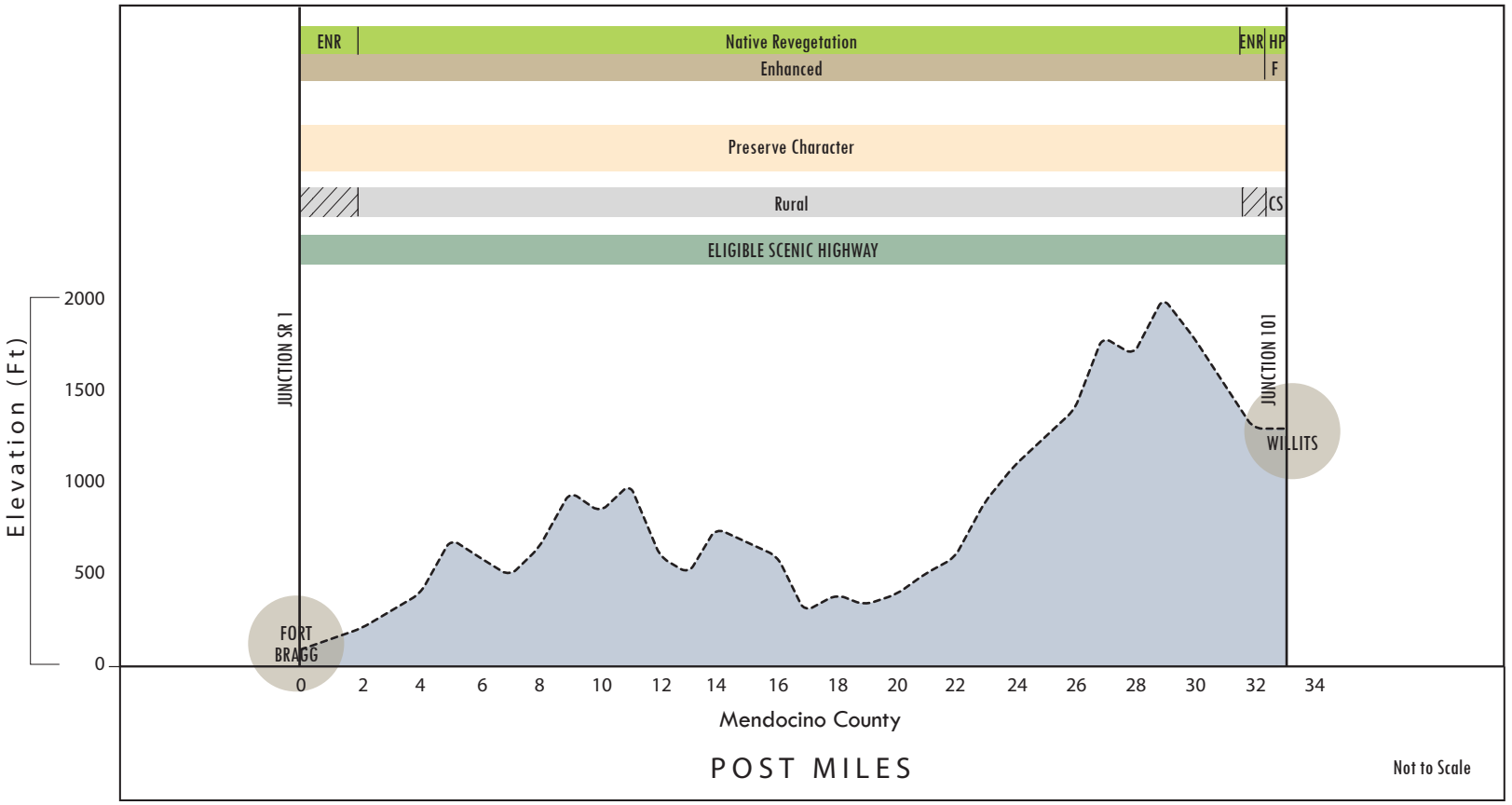
This segment provides connectivity from inland locations to Fort Bragg and other communities along the Mendocino coast. Being adjacent to the ocean it has a unique climate of mild winters and mild/foggy summers. Closer to the coast, when travelling through the forest the roadway is often dark and wet from the coastal fog. Traffic is generally a mix of local residents, tourists and commercial vehicles from the lumbering industry.

Since this segment of SR 20 is in a very scenic corridor it is not surprising that it is designated as eligible scenic highway. Therefore, the applicable landscape design objectives are to preserve the character of the existing native vegetation with consideration of enhanced native revegetation and hardscape treatments. Entering Willits the design objectives transition to community interface appropriate for highway planting treatments and focused hardscape treatments. With a significant amount of tourist and recreational traffic, this segment would benefit from design concept/opportunities associated with travel services.

See the following Segment 1 Corridor Segment Profile and Summary for complete details.

Typical photos of the Coastal Mountain segment

Segment 1 - Coastal Mountains Profile



LEGEND

TREATMENT TYPE

Softscape
ENR - Enhanced Native Revegetation
HP - Highway Planting

Hardscape
F - Focused

OBJECTIVE

CI - Community Interface

HIGHWAY TYPE

CS - City Streets
Transition

CT LAP DESIGNATION*

Eligible Scenic Highway

* CT LAP - Caltrans Landscape Architecture Program

Segment 1 Summary - Coastal Mountains

HIGHWAY TYPE	BEGIN PM	END PM	MILES	ZONE DESCRIPTION	LANDSCAPE DESIGN OBJECTIVE	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LANDSCAPE ARCHITECTURE PROGRAM DESIGNATION
Transition	Men 0.0	Men 2.0	2.0	Ft. Bragg, Jct 1 to Summer Lane	Preserve Character	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Visual	Eligible Scenic Highway
Rural	Men 2.0	Men 31.5	29.5	Summer Lane to Cropley Lane	Preserve Character	Native Revegetation	Enhanced	Travel Services, Vegetation, Environmental	Eligible Scenic Highway
Transition	Men 31.5	Men 32.2	0.7	Cropley Lane to Pepperwood Way at Willits City Limits	Preserve Character	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Visual	Eligible Scenic Highway
City Streets	Men 32.2	Men 33.2	1.0	In Willits from Pepperwood Way to Jct 101	Community Interface	Highway Planting	Focused	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
Total Length			33.2						

SEGMENT 2 - COASTAL FOOTHILLS

Segment Overview

The Coastal Foothills segment begins at the junction of Highway 101in the small community of Calpella on the outskirts of Ukiah adjacent to Lake Mendocino. The majority of this segment (60 miles) is also designated eligible scenic highway as the route traverses through the hills from Lake Mendocino past Blue Lakes and Clear Lake to the junction of SR 16. The last ten miles of the segment from SR 16 to Walnut Drive near Williams has scenic qualities but is not designated as an eligible scenic highway.

The very small community of Calpella sits amid scenic terrain near neighboring towns that are becoming known as prime wine-growing regions. Calpella is considered more of an "area" than an actual town and more notable than the community of Calpella itself is its proximity to Ukiah and Lake Mendocino.

Lake Mendocino, adjacent to SR 20 is a large reservoir formed by the construction of Coyote Dam in 1958. The Russian River is the primary source of inflow to the lake which provides flood control, water conservation, hydroelectric power, and recreation.

Upper Blue Lake and Lower Blue Lake; known together as Blue Lakes, borders SR 20 for several miles between Lake Mendocino and Clear Lake. The two small lakes sit narrowly in the bottom of the steep and densely wooded Cold Creek Canyon. At one time, before the Blue Lakes were formed, Clear Lake drained north through this valley to the Russian River. A few thousand years ago, a giant landslide from the west blocked off the valley, raising Clear Lake and forcing it to drain out of the Lower Arm into Cache Creek on the southern end, thus forming the Blue Lakes. SR 20 climbs to the crest of the old landslide, and you can see the great scar on the hillside to the south-west that produced it.

As SR 20 approaches and travels around Clear Lake the highway transitions from rural to city streets through the communities of Upper Lake, Nice, Lucerne, Glenhaven and Clear Lake Oaks. These communities are generally tourist orientated providing access and amenities to the recreational opportunities of Clear Lake. The five communities are similar in perspective from the highway with Clear Lake on one side and mostly commercial frontage on the other.

Clear Lake is the largest fresh water natural lake in California, with 63 square miles of surface area and more than 100 miles of shoreline. Lakes have existed at this site for approximately 2.5 million years, making it possibly the oldest lake in all of North America and home of great blue heron, great egret, nesting colonies, variety of waterfowl, hawks and an occasional eagle.

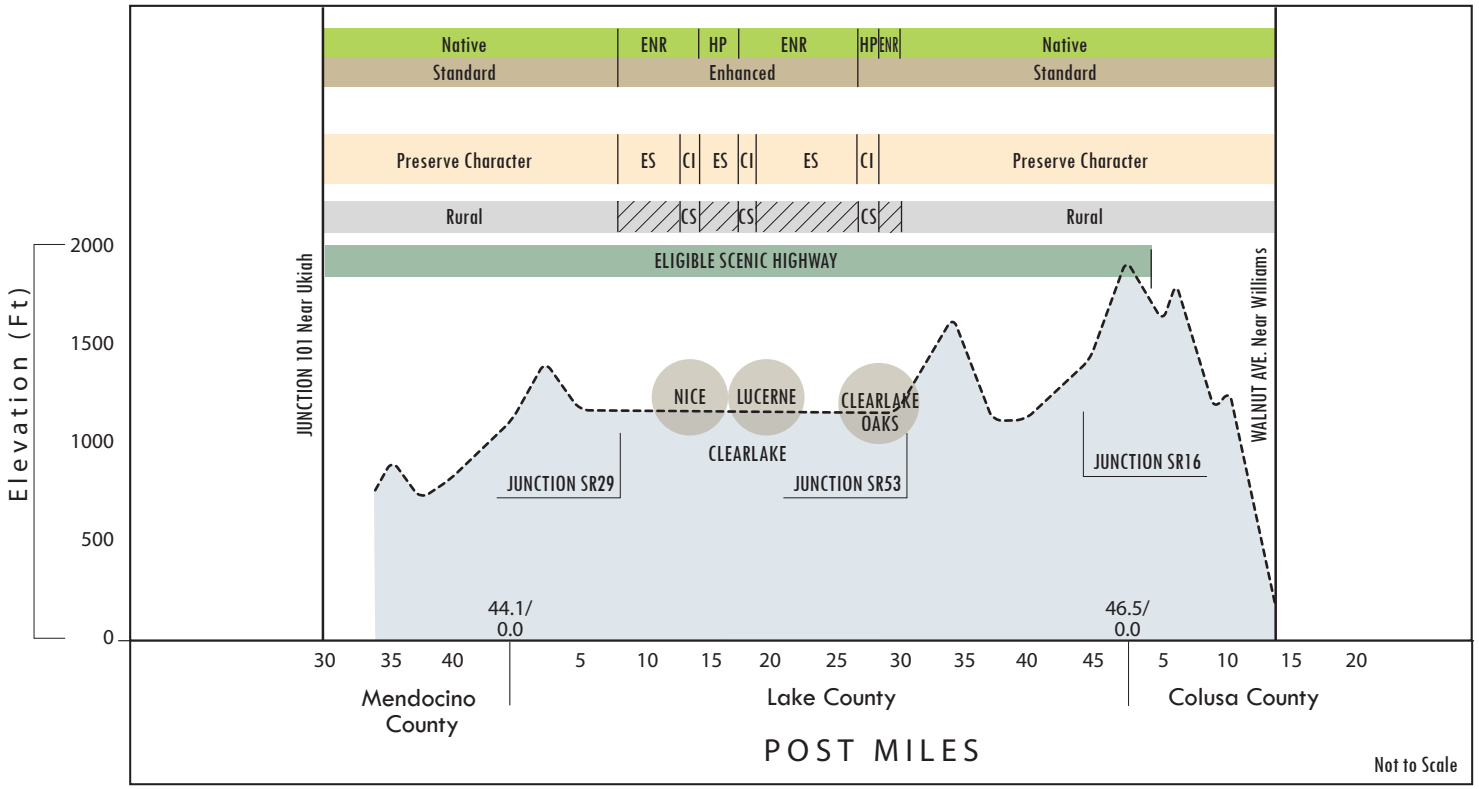
Departing Clear Lake Oaks on the east side of Clear Lake, SR 20 transitions back to rural, for approximately 30 miles over the remaining coastal foothills to the Sacramento Valley.

The landscape design objectives, treatment types and opportunities for this segment are to preserve the character of the rural portions with native revegetation and standard hardscape treatments. Through transitions and in the city street environments around Clear Lake the objective is to enhance the scenic value and interface with the community. This is accomplished with enhanced native revegetation, highway planting, enhanced hardscape treatments and at some locations, focused hardscape treatments to highlight the community, travel services, visual, roadside and structures opportunities.

See the following Segment 2 Corridor Segment Profile and Summary for complete details.

Typical photos of the Coastal Foothills segment

Segment 2 - Coastal Foothills Profile



LEGEND

TREATMENT TYPE

- Softscape
  - ENR - Enhanced Native Revegetation
  - HP - Highway Planting
- Hardscape

OBJECTIVE

- CI - Community Interface

HIGHWAY TYPE

- CS - City Streets
- Transition

CT LAP DESIGNATION*

- Eligible Scenic Highway

* CT LAP - Caltrans Landscape Architecture Program

Segment 2 Summary - Coastal Foothills

HIGHWAY TYPE	BEGIN PM	END PM	MILES	ZONE DESCRIPTION	LANDSCAPE DESIGN OBJECTIVE	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LDSCP ARCH. PROGRAM DESIGNATION
Rural	Men 33.2/44.1	Lake 0.0/8.4	19.3	Jct 101 to Jct 29 near Upper Lake	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	Eligible Scenic Highway
Transition	Lake 8.4	Lake 13.1	4.7	Jct 29 to Spring St at Nice	Enhance Scenic	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
City Streets	Lake 13.1	Lake 14.4	1.3	In Nice, Hammond Ave to Burpee Dr	Community Interface	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
Transition	Lake 14.4	Lake 16.6	2.2	Burpee Dr to Foothill Rd 307 between Nice and Lucerne	Enhance Scenic	Enhanced Native Revegetation	Enhanced	Community, Travel and Tourism, Views, Roadway Practices and Structures	Eligible Scenic Highway
City Streets	Lake 16.6	Lake 17.9	1.3	In Lucerne, Foothill Rd 307 to Ave to Country Club Dr	Community Interface	Highway Planting	Enhanced	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
Transition	Lake 17.9	Lake 27.7	9.8	Country Club Dr to Shady Ln between Lucerne and Clear Lake Oaks	Enhance Scenic	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
City Streets	Lake 27.7	Lake 29.0	1.3	In Clear Lake Oaks, Shady Ln to 0.2 mi East of Keys Blvd	Community Interface	Highway Planting	Focused	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
Transition	Lake 29.0	Lake 31.6	2.6	0.2 mi East of Keys Blvd to Jct 53	Enhance Scenic	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Roadside and Structures	Eligible Scenic Highway
Rural	Lake 31.6/46.5	Col 0.0/3.4	18.3	Jct 53 to Jct 16	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	Eligible Scenic Highway
Rural	Col 3.4	Col 13.3	9.9	Jct 16 to Walnut Dr near Williams	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	Not Eligible
Total Length			70.7						

SEGMENT 3 - VALLEY

Segment Overview

The Valley segment starts on the western side of the Sacramento Valley above the agriculturally oriented community of Williams. Rice, tomatoes, vine and seed crops, walnuts, almonds, hay, grain, and cattle are raised in the area surrounding the city adjacent to SR 20. SR 20 bypasses main street Williams but the turn-off to the town is well signed and the business area can be seen from the highway at the approach to Interstate 5. Williams is considered the "gateway to the Northern California hunting and fishing Mecca" where numerous hunting clubs and game preserves are located in the near-by vicinity.

For approximately ten miles heading east out of Williams, the motorist is surrounded by rice fields. SR 20 quickly transitions into and through Colusa's historic downtown which also serves as a "main street" highway. The historic downtown has a wide variety of restaurants and main street businesses with on-street parking. The community markets itself for its rural setting and an ideal stop over for hunters looking for duck, turkey or geese.

Continuing from Colusa for approximately twenty miles through the heart of the Sacramento Valley, crossing over the Sacramento River at the town of Meridian, through agricultural fields; SR 20 slowly transitions from rural highway to the city streets of Yuba City and Marysville. Separated by the Feather River; Yuba City is a more modern city than Marysville, considered one of the leading agri-business centers of California supporting retail sales, manufacturing, rice farming, stock raising and mining.

Crossing the 10th Street Bridge, over the Feather River, SR 20 enters Marysville with a continuation of the traffic congested boulevard experienced in Yuba City of short spaced signalized intersections lined by commercial businesses. Zig-zagging through town, the highway bypasses Marysville's core historic downtown but it is well signed for the interested traveler. However, the highway aligns next to Ellis Lake which provides a welcome visual respite from the otherwise almost exclusively commercialized frontage. Ellis Lake is Marysville's most notable feature for the motorist passing through town. It is a scenic, shallow man-made lake covering several city blocks that has a river rock shoreline, picnic tables and a Pelton Wheel historic display commemorating its use as a power generator and for mining.

The Yuba City and Marysville area is at the core of the Yuba-Sutter Region referencing itself as the "Gateway to the Gold Fields" and promoting its mix of "gold-rush era communities, historic downtown shopping opportunities and agricultural assets complementing year-round festivals and fairs".

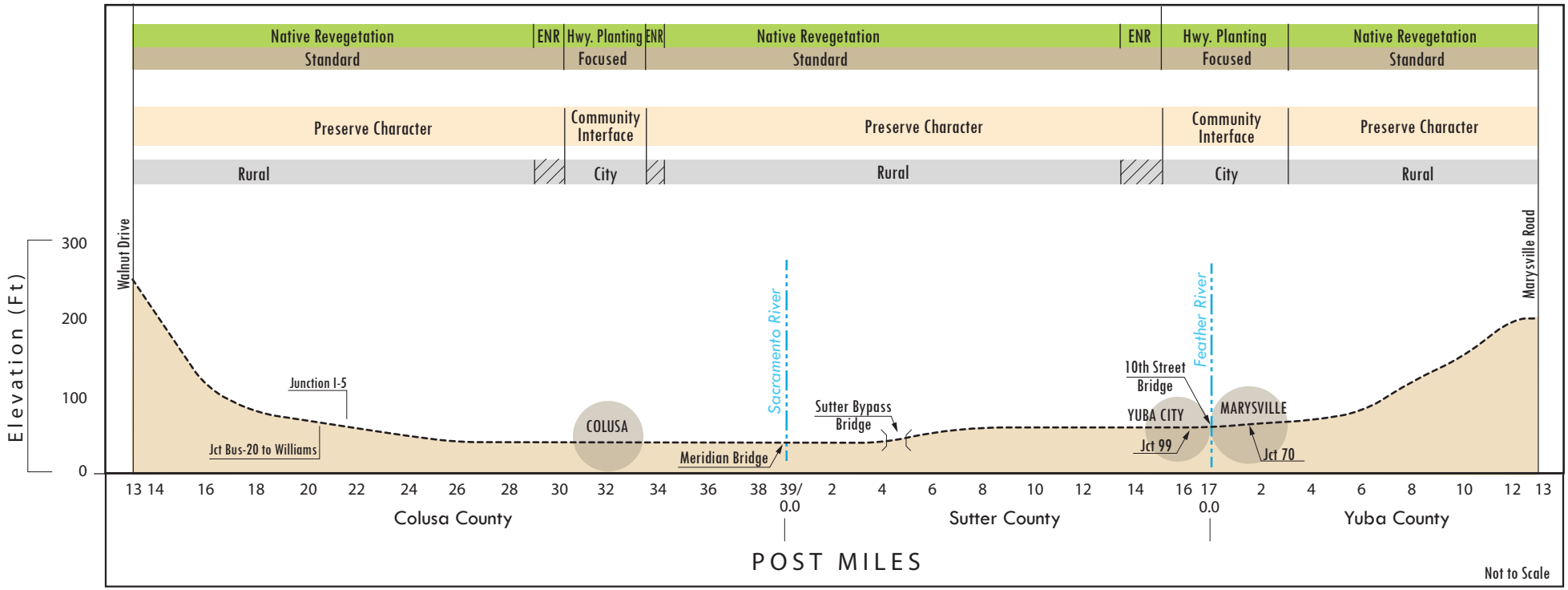
Leaving Marysville the highway crosses under the UPRR and then parallels the Yuba River levee until out of town where the grade rises slightly and continues past rice fields and pastures to the end of the segment at Marysville Road.

The landscape design objectives, treatments and opportunities for this segment are to preserve the character of the rural portions with native revegetation and standard hardscape treatments. Through transitions and in the city street environments of Colusa, Yuba City and Marysville the primary objective is to interface with the community with highway planting and focused hardscape treatments. Design concept/opportunities for this segment include community, travel services, vegetation, environmental, visual, roadside and structures opportunities.

See the following Segment 3 Corridor Segment Profile and Summary for complete details.

Typical photos of the Valley segment

Segment 3 - Valley Profile



LEGEND

TREATMENT TYPE

- Softscape
  - ENR - Enhanced Native Revegetation
- Hardscape

OBJECTIVE

- CI - Community Interface

HIGHWAY TYPE

- Transition

CT LAP DESIGNATION*

- Not Applicable

* CT LAP - Caltrans Landscape Architecture Program

Segment 3 Summary - Valley

HIGHWAY TYPE	BEGIN PM	END PM	MILES	ZONE DESCRIPTION	LANDSCAPE DESIGN OBJECTIVE	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LDSCP ARCH. PROGRAM DESIGNATION
Rural	Col 13.3	Col 29.0	15.7	West of Williams, Walnut Dr to Ohair Rd near Colusa	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Transition	Col 29.0	Col 30.2	1.2	Ohair Rd to Colusa Fairgrounds	Preserve Character	Enhanced Native Revegetation	Standard	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
City Streets	Col 30.2	Col 33.1	2.9	In Colusa, from Fairgrounds to Moon Bend Rd	Community Interface	Highway Planting	Focused	Community, Travel Services, Roadside and Structures	N/A
Transition	Col 33.1	Col 34.8	1.7	From Colusa at Moon Bend to Niagra Ave	Preserve Character	Enhanced Native Revegetation	Standard	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Rural	Col 34.8/39.3	Sut 0.0/12.2	16.7	Near Colusa at Niagra Ave to South Butte Rd near Yuba City	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Transition	Sut 12.2	Sut 14.5	2.3	South Butte Rd Dr to Yuba City at Harter	Preserve Character	Enhanced Native Revegetation	Standard	Community, Travel Services, Roadside and Structures	N/A
City Streets	Sut 14.5/17.1	Yuba 0.0/3.4	6.0	In Yuba City and Marysville from Harter Rd to Levee Rd	Community Interface	Highway Planting	Focused	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Rural	Yuba 3.4	Yuba 13.3	9.9	From Marysville City at Levee Rd to Marysville Rd	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Total Length			56.4						

SEGMENT 4 - SIERRA FOOTHILLS

Segment Overview

The Sierra Foothills segment is the shortest segment of the corridor at just over 20 miles long. The segment starts at Marysville Road and travels through rolling terrain of grassy hills, pine and oak woodlands towards Grass Valley. There is very little diversity though this segment with only the small community of Penn Valley and the adjacent Lake Wildwood development in between. Between Marysville Rd and Penn Valley the highway is very rural, crossing the Yuba River over the Parks Bar Bridge and passing the historic sites of what once was the gold rush mining town of Timbuctoo and what remains of the historic gold rush town of Smartsville. Through this area is also evidence of hydraulic mining known as the Smartsville Diggins where eroded hillsides are still visible from the highway.

Located six miles from Grass Valley, Penn Valley promotes itself as a community that "has been able to meld business, family, agriculture and a healthy lifestyle". The Chamber of Commerce/ Rotary welcome sign posted along the highway states Penn Valley's motto as "Lifestyle with Opportunity". Penn Valley is a valley with little noticeable development dotted with huge stately oaks. It is an access point to Lake Wildwood, the South Yuba River State Park and several historic sites including the Bridgeport Covered Bridge, the World's First Long Distance Telephone Line and the Historic Town of Rough and Ready. Just a few miles off the highway, Lake Wildwood has a major influence on Penn Valley's economy as a gated community with over 5,000 full-time residents.

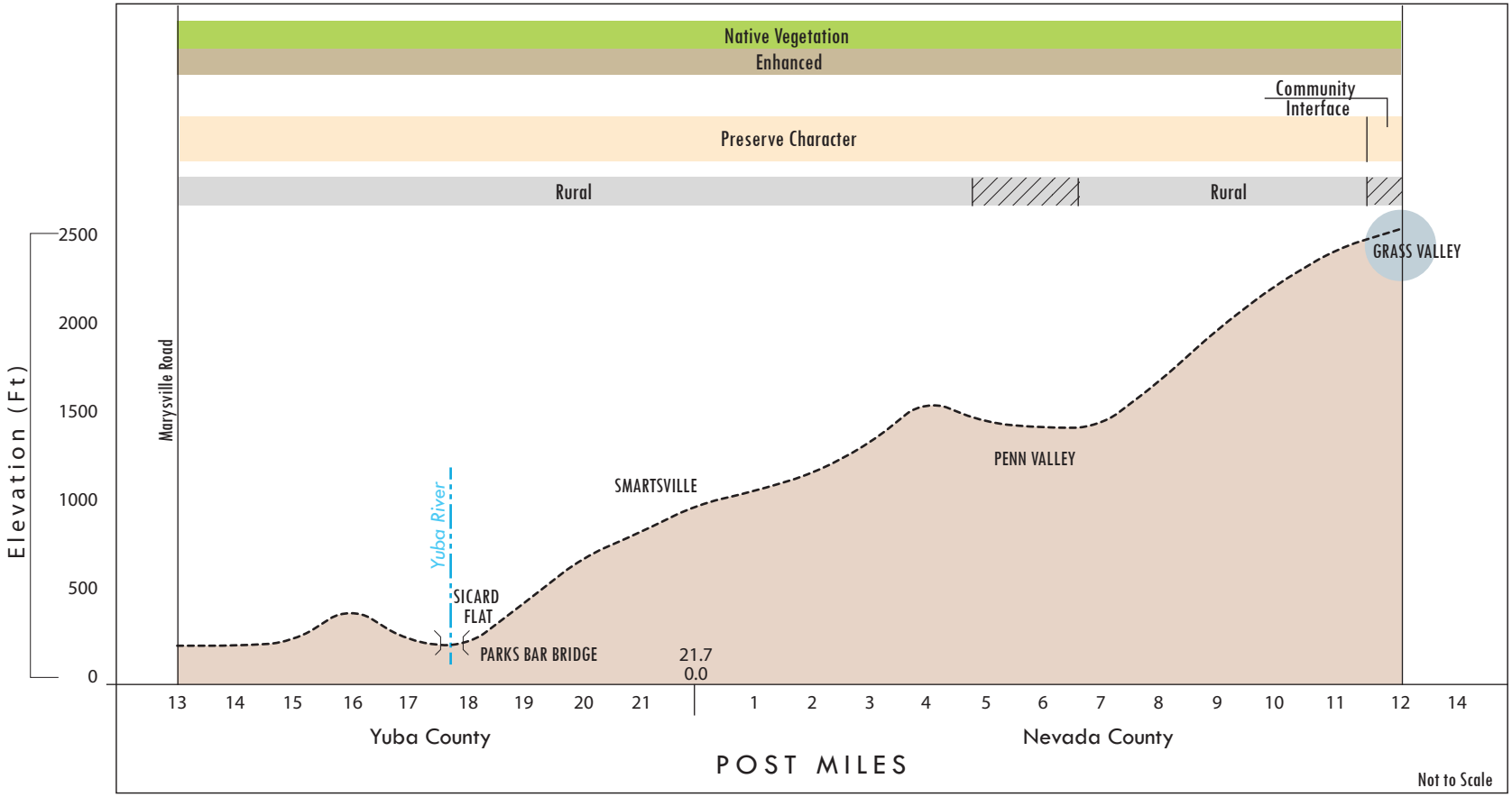
Leaving Penn Valley and up the "Penn Valley Grade" east bound to Grass Valley, the highway affords the motorist scenic views of the pine and oak covered hills. For the motorist travelling west bound there are especially dramatic views of the Sacramento Valley, the Sutter Buttes, and on a clear day, the coastal mountains across the valley. This section being on new alignment, with several high fill and steep side slopes, was designed with an extensive amount of metal beam guard railing (MBGR). The railings for the MBGR installed approximately thirty years ago, at the time of the highway re-alignment, was called "Core-10" and over-time a patina of rust created an aesthetic rustic look. This type of railing for MBGR was discontinued sometime ago; consequently as sections of the railing were replaced with galvanized railing the appearance of the MBGR became a patch work of shiny rail pieces throughout the rustic looking railing over nearly the entire length up the grade. The patch work MBGR was an unfortunate detriment to the otherwise high value natural aesthetics of the roadway and location. Recently the MBGR was replaced with galvanized rails as a Traffic Safety project. Correcting this situation with staining or other treatments would otherwise have been a good opportunity of the ACMP.

Overall, for this rural segment the landscape design objectives, treatments and opportunities are mostly to preserve the existing character with native revegetation and standard hardscape treatments. However, through the transitions areas in Penn Valley and Grass Valley, enhanced softscape and hardscape treatment types should be considered. Design concept/opportunities for this segment include community, travel services, vegetation, environmental, visual, roadside and structures opportunities.

See the following Segment 4 Corridor Segment Profile and Summary for complete details.

Typical photos of the Sierra Foothills segment

Segment 4 - Sierra Foothills Profile



LEGEND

TREATMENT TYPE

- Softscape
- Hardscape

OBJECTIVE

CI - Community Interface

HIGHWAY TYPE

CS - City Streets

Transition

CT LAP DESIGNATION*

Not Applicable

* CT LAP - Caltrans Landscape Architecture Program

Segment 4 Summary - Sierra Foothills

HIGHWAY TYPE	BEGIN PM	END PM	MILES	ZONE DESCRIPTION	LANDSCAPE DESIGN OBJECTIVE	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LDSCP ARCH. PROGRAM DESIGNATION
Rural	Yuba 13.3/21.7	Nev 0.0/3.6	12.0	Marysville Rd to Indian Springs Rd	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Transition	Nev 3.6	Nev 7.1	3.5	In Penn Valley from Pleasant Valley Dr to 0.1 mile East of Penn Valley Dr	Preserve Character	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Rural	Nev 7.1	Nev 11.8	4.7	0.1 mile East of Penn Valley Dr to Brighton St OC	Preserve Character	Native Revegetation	Standard	Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Transition	Nev 11.8	Nev 12.3	0.5	Brighton St OC to Jct 49 S at Empire St	Community Interface	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Vegetation, Environmental, Visual, Roadside and Structures	N/A
Total Length			20.7						

SEGMENT 5 - SIERRA MOUNTAINS

Segment Overview

The Sierra Mountains segment is characterized by its two very distinct sections of urban freeway and rural highway. The urban freeway section is from Grass Valley to Nevada City and the rural mountainous section from Nevada City to the junction of I-80.

Grass Valley's and Nevada City's claim to historic fame is embedded in the vast amounts of gold discovered and extracted from its rich underground mines. In more than 100 years of mining, the mines of Grass Valley made it the richest of all California gold mining towns. The Empire, Northstar, Pennsylvania, Idaho-Maryland and Brunswick mines extracted more than $400 million in gold, making Grass Valley California's most prosperous mining town. Gold mining declined in the 1950's and eventually all of the hard-rock mines were closed.

Both Grass Valley and Nevada City are on the national register of historic places and have multiple buildings on the national register. The National Hotel in Nevada City and the Holbrook in Grass Valley remind the traveler of the grandeur of California gold rush hotels. The Golden Gate Saloon in the Holbrook is known as the oldest continuously operating saloon west of the Mississippi.

Today, the two towns thrive and the beautifully restored historic buildings in the downtown areas remind travelers of the days gone by. Tourism has become a fundamental economic base with Empire Mine State Park a main attraction along with the historic downtowns.

Construction of the Golden Center Freeway during the 1960's was very controversial given the historic location and impact from cutting a swath of modern highway through each town. Today, however, there is no controversy and the operational benefits of the freeway are enjoyed and valued by the community and by motorists passing through. Aesthetically, the freeway has matured with landscaping and native vegetation maintained throughout.

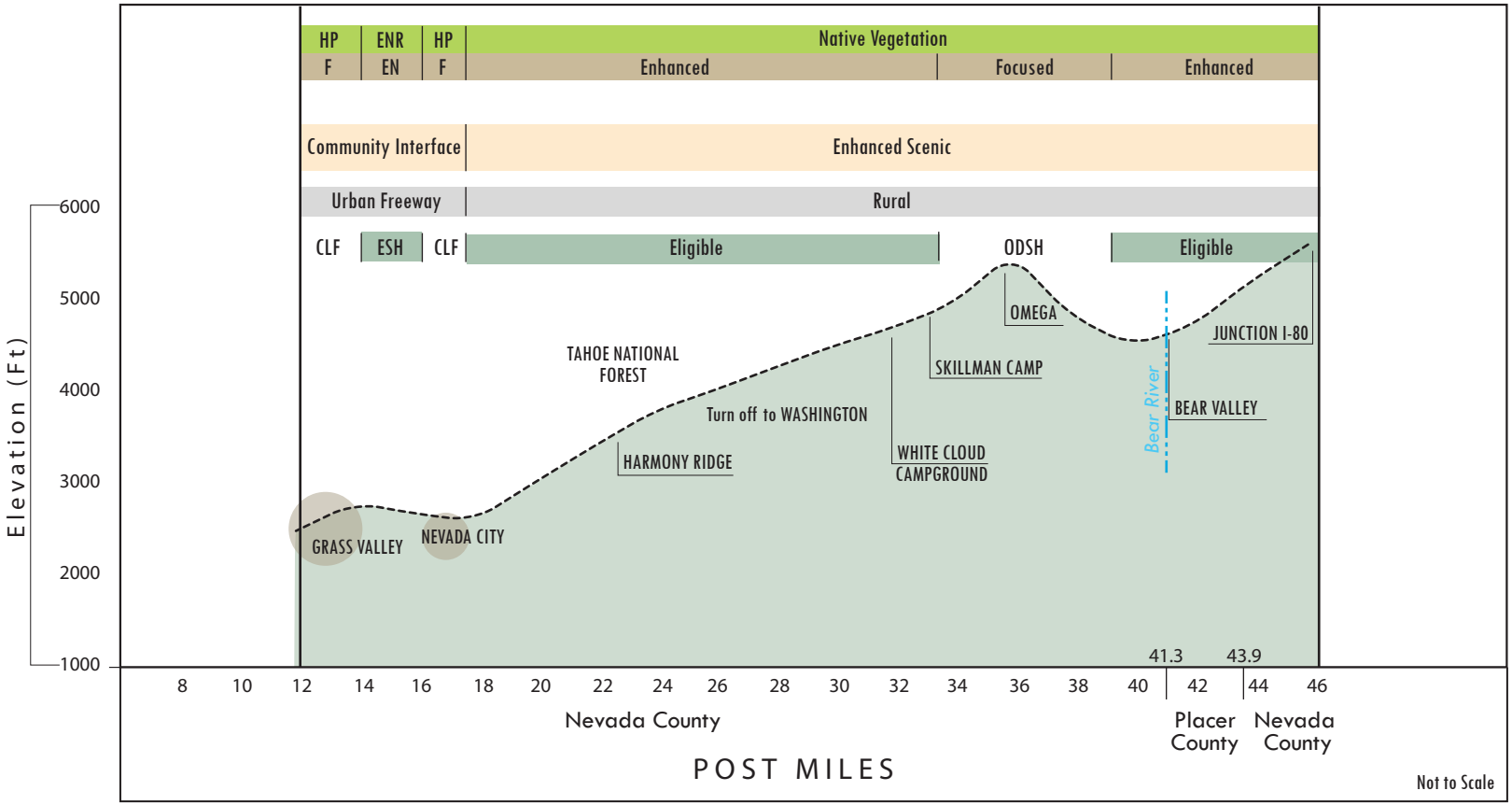
As the motorist leaves Nevada City, travelling eastward, SR 20 is a beautifully forested drive through pine and conifer trees of the Tahoe National Forest. White Cloud Campground, Skillman Horse Camp and the Pioneer Trail that parallels the highway offer recreational opportunities for camping, hiking, horse-back riding and mountain biking. In the winter, cross country skiing is popular. About half way to I-80 is the Omega Scenic Overlook with interpretive displays describing the history of the area including the registered historic sites of the Alpha and Omega Hydraulic Diggings and Townsite where vast areas of the terrain were impacted by hydraulic mining activity.

Through Grass Valley and Nevada City, the landscape design objectives, treatments and opportunities are associated with the landscape of the urban freeway and community interface. Highway planting and enhanced native revegetation are applicable softscape treatments. Enhanced hardscape treatments apply throughout as it is an Eligible Scenic Highway and a portion already designated a National Scenic Byway. Focused hardscape treatments should be considered where the freeway is designated "Classified Landscape Freeway". From Nevada City to I-80 the design objective is to enhance the highway's existing scenic value. This is accomplished with native revegetation and enhanced softscape and hardscape treatments with the exception of a six mile section encompassing the Omega Scenic Overlook which is officially designated scenic highway. Through this portion, focused hardscape treatment is appropriate.

See the following Segment 5 Corridor Segment Profile and Summary for complete details.

Typical photos of the Sierra Mountains segment

Segment 5 - Sierra Mountains Profile



LEGEND

TREATMENT TYPE

Softscape
- ENR - Enhanced Native Revegetation
- HP - Highway Planting

Hardscape
- F - Focused
- EN - Enhanced

OBJECTIVE

CI - Community Interface

HIGHWAY TYPE

CT LAP DESIGNATION*

ESH - Eligible Scenic Highway

ODSH - Officially Designated Scenic Highway

CLF - Classified Landscape Freeway

* CT LAP - Caltrans Landscape Architecture Program

Segment 5 Summary - Sierra Mountains

HIGHWAY TYPE	BEGIN PM	END PM	MILES	ZONE DESCRIPTION	LANDSCAPE DESIGN OBJECTIVE	SOFTSCAPE TREATMENT	HARDSCAPE TREATMENT	DESIGN CONCEPT/ OPPORTUNITIES	CT LDSCP ARCH. PROGRAM DESIGNATION
Urban Freeway	Nev 12.3	Nev 13.7	1.4	Golden Center Freeway from Empire St to Idaho Maryland Rd	Community Interface	Highway Planting	Focused	Community, Travel Services, Vegetation, Roadside and Structures	Classified Landscape Freeway and Eligible Scenic Highway
Urban Freeway	Nev 13.7	Nev 16.2	2.5	Golden Center Freeway from Idaho Maryland Rd to Gold Flat Rd	Community Interface	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Vegetation, Roadside and Structures	Eligible Scenic Highway
Urban Freeway	Nev 16.2	Nev 17.4	1.2	Golden Center Freeway from Gold Flat Rd to Jct 49 N	Community Interface	Enhanced Native Revegetation	Enhanced	Community, Travel Services, Vegetation, Roadside and Structures	Eligible Scenic Highway
Rural	Nev 17.4	Nev 33.0	15.6	Jct 49 N to Skillman Horse Camp	Enhance Scenic	Native Revegetation	Enhanced	Travel Services, Vegetation, Environ-mental, Visual, Roadside and Structures	Eligible Scenic Highway
Rural	Nev 33.0	Nev 39.1	6.1	Skillman Horse Camp to 0.5 mile East of Lowell Hill Rd	Enhance Scenic	Native Revegetation	Focused	Travel Services, Vegetation, Environ-mental, Visual, Roadside and Structures	Officially Designated Scenic Highway
Rural	Nev 39.1	Nev 45.6	6.5	Nevada City to Yuba Gap	Enhance Scenic	Native Revegetation	Enhanced	Travel Services, Vegetation, Environ-mental, Visual, Roadside and Structures	Eligible Scenic Highway
Total Length			33.3						
Grand Total Length			214.3						

UNITY AND COHESIVENESS OF THE CORRIDOR AESTHETICS

Finally, to successfully implement the ACMP and the application of the aesthetic philosophy, the elements of the ACMP should be applied so there is a sense of unity and cohesiveness through the entire corridor. One of the objectives of developing a corridor master plan is the concept of having design features along the whole corridor that are aesthetically unified with one another. If landscape design objectives, treatments and concepts are put in place on a project by project basis without having some basis of a relationship to the other elements along the corridor, the result will be a collection of various, unrelated, incongruent treatments along the different segments of the corridor. These may be appropriate and aesthetically pleasing individually, but the ultimate goal is to have an aesthetic unity along the entire corridor. Different segments and communities can still have separate identities, which may be desirable and inevitable when working with various stakeholders, but as a corridor, the design elements should work together to fulfill the overall vision and be experienced as a unified whole.

Even though the SR 20 corridor is very long and geographically diverse the unifying aspect of the route and corridor is its scenic and rural attributes through natural and agricultural lands, rich in history with significant recreational and tourist opportunities. These qualities exist throughout the entire corridor and should be used as the unifying theme when apply the design objectives, treatments and concepts. In a broad sense, this will be naturally accomplished when applying the landscape design objectives of preserving the landscape character and enhancing the scenic value outlined in this chapter, however, the following are some specific examples of how this unifying aesthetic philosophy can be applied:

- Improve access and visibility to the many historic sites along the corridor with additional interpretive displays and signing.
- Create or improve scenic vistas with signing and interpretive displays.
- Support historical, recreational and tourist oriented community gateways
- Apply complete streets and main street features consistently with historical and context sensitive materials.
- Design standard hardscape treatments to blend into the natural environment and design of enhanced or focused hardscape treatments that correspond to the natural, agricultural or historical context in that area.

Chapter 6 - THE MASTER PLAN AS A LIVING DOCUMENT

Project Planning and Design

Community Outreach

Bibliography

Chapter 6 - THE SR 20 AESTHETIC CORRIDOR MASTER PLAN LIVING DOCUMENT

PROJECT PLANNING AND DESIGN

Introduction

The SR 20 ACMP was developed as a high level guiding resource to be maintained as a living document, supplemented and improved upon over time. In particular, community outreach associated with project development and the environmental process or accomplished as a follow-up to this initial effort will provide additional and more specific objectives and design features that can be amended into the SR 20 ACMP. Community outreach includes public outreach to individuals as well as outreach to cities and counties for consideration and integration of their community plans and visions for their community or downtown. As such, with so many opportunities to outreach, the SR 20 ACMP will evolve as a living document to be updated and improved at every opportunity.

Incorporating Features into Future Projects

One of the main purposes of the SR 20 ACMP is as a reference to the landscape architects and engineers when projects are initiated and assigned for design on SR 20. Project Initiation Documents (PID's) when reviewed should take into account and document the design objectives, concepts and opportunities presented in the SR 20 ACMP as part of the Landscape Architecture Assessment Sheet (LAAS) that will be attached to the PID. Projects on SR 20 assigned to the Landscape Architecture (LA) Branch should use the SR 20 ACMP as a convenient resource for getting familiar with the location of the project along SR 20 corridor in advance of initiating design. At project development team (PDT) meetings the assigned landscape architect should bring the SR 20 ACMP for reference and discussion of scope as well as for enlightening the project team on aesthetic aspects of the route and potential improvements.

Landscape Architecture Branches

The North Region (NR) Division of Engineering includes the Office of Engineering Services and the Office of Design North with LA branches and staff in District 1, 2 and 3. A project on SR 20 is typically assigned to the LA branch in the district that it is geographically located. Therefore, it is expected that most projects on SR 20 will be assigned to either District 1 or District 3 landscape architects. However, all the NR landscape architects should be aware of the SR 20 ACMP for familiarity with the SR 20 corridor as well as applicability of the corridor aesthetic planning concept to other rural highway corridors.

COMMUNITY OUTREACH

Introduction

In order for the SR 20 ACMP to continue as a living document it must be supplemented and improved over time. Obtaining public input through community outreach provides an effective means for this to be done. If resources are available this can be accomplished as a dedicated focused effort, however, due to the limitation of these type funds it more likely will have to be accomplished as part of location specific project planning, initiation and development process. Depending on the project or funding source, the amount of effort that can be committed to perform community outreach will vary. In any case, the outreach effort should seek to be open and transparent, engage a broad audience, enhance public awareness of the project efforts and its importance and conduct both formal and informal processes for community involvement.

Community Outreach Venues

Community outreach to county and city officials and other stakeholders early in the process is key to a successful outreach effort. Other stakeholders include interested members of the community, property owners, business owners, historical societies, regulatory agencies and a variety of many other organizations that may have vested interest in the route and the associated resources. Outreach workshops, newspaper advertisements and press releases, flyers, websites and many other creative means should be considered for informing the public and soliciting input.

The attached table lists potential venue sites for community outreach along the corridor.

Depending on the level of effort and objective of the outreach, statistical data may be desired to evaluate the target audience of the corridor location. Attached in the Appendix are the following tables of demographic statistical data for consideration of any future outreach effort.

VENUES

Fort Bragg Area
CV Starr Center
300 South Lincoln Street
Fort Bragg, CA 95437

Dana Gray Elementary
1197 East Chestnut
Fort Bragg, CA 95437

Clear Lake Area
Robinson Rancheria Resort and Casino
1545 East Hwy 20
Nice, CA 95464

Lucerne Alpine Senior Center
3985 Country Club Drive
Lucerne, CA 95458

Live Oak Senior Center
12502 Foot Hill Blvd.
Clearlake Oaks, 95423

Marysville Area
Caltrans District Office
703 B Street
Marysville, CA 95901

Nevada City/Grass Valley
Activist Center, Nevada City's City Hall
317 Broad Street
Nevada City, CA 95959

Nevada City's Veterans Building
415 N Pine Street
Nevada City, CA 95959

Nevada City's Seaman's Lodge
427 Nimrod Street
Nevada City, CA 95959

Union Square Event Center
151 Mill Street
Grass Valley, CA 95945

Veteran's Memorial Auditorium
255 S. Auburn Street
Grass Valley, CA 95945

Contacting stakeholders to participate in the outreach effort will be an important aspect for attracting participants. The following is a list of Chambers of Commerce stakeholders is a valued reference for this purpose.

Chamber of Commerce Stakeholder Listing

Fort Bragg Chamber of Commerce
900+ Listings

Willits Chamber of Commerce
1000+ Listings

Lakeport Chamber of Commerce
900+ Listings

North Shore Business Administration

Lunchbox Museum
3674 E. Hwy 20
Nice, CA 95464 - Lake County

Lucerne Community Clinic
6300 E. Hwy 20, Lucerne, CA 95458

Hospice Services of Lake County
1717 S. Main St., Lakeport, CA 95453

Kayak Adventures
6316 E. Hwy 20, Lucerne, CA 95458

Lake County Visitors Center
6110 E. Hwy 20, Lucerne, CA 95458
Yuba Sutter Chamber of Commerce
1000+ Listings

Grass Valley Chamber of Commerce
440 Listings

Bibliography

REFERENCES

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[Caltrans] California Department of Transportation, Landscape Architecture Program Website: URL: http://www.dot.ca.gov/hq/LandArch/